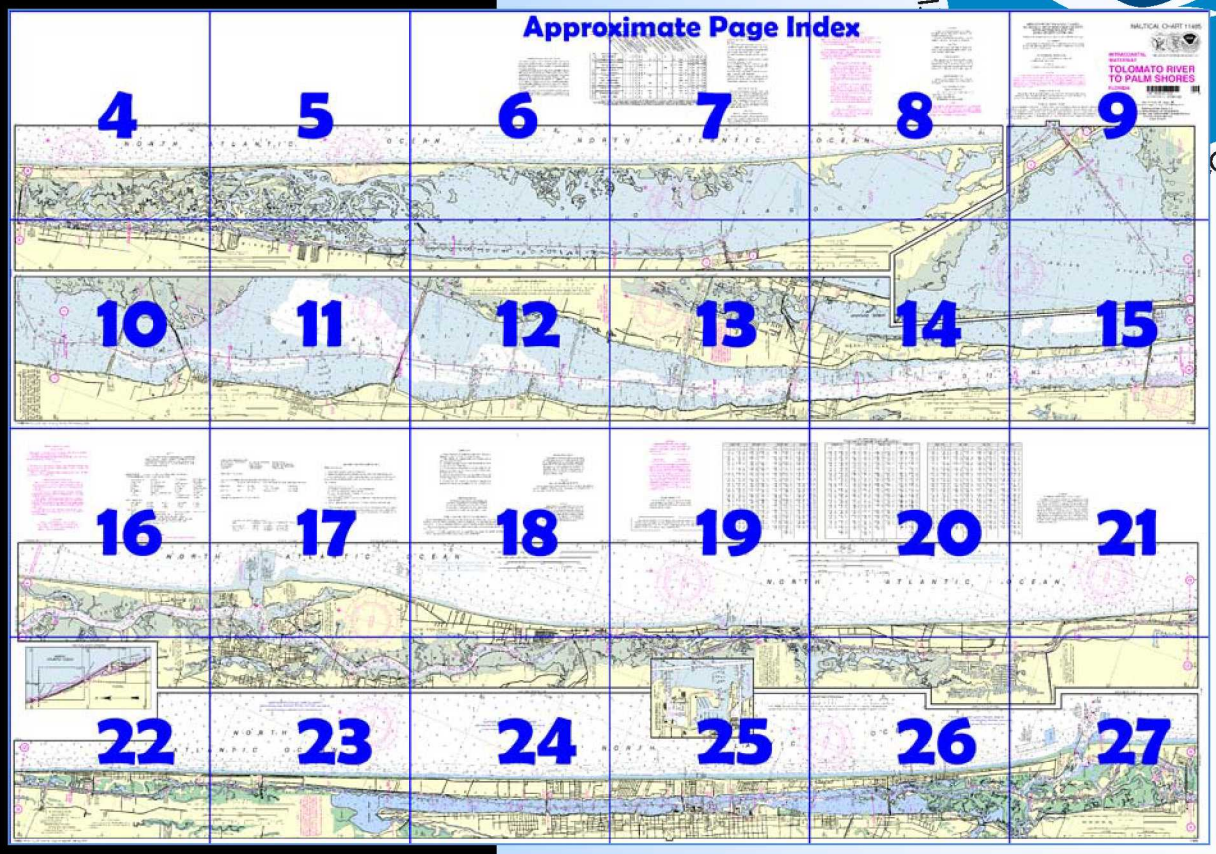
BookletChart™

Intracoastal Waterway Tolomato River to Palm Shores

(NOAA Chart 11485)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

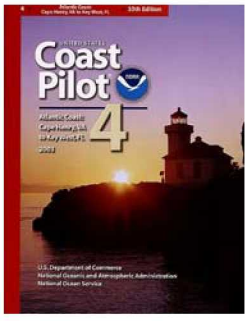
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 12 excerpts]

(254) At **Mile 775.6**, a channel marked by daybeacons and a **250°** lighted range leads west to a protected marina. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, and wet storage are available.

(255) Severe shoaling had occurred in the Intracoastal Waterway from **Mile 775** southward to **Mile 780**, including the area crossing St. Augustine Inlet. Mariners are advised to seek local knowledge before transiting.

(256) The **Vilano Beach** Route A1A bridge: Tidal currents run at angles to the bridge and caution is imperative. A marina on the north side of the bridge has berths, electricity, gasoline, diesel fuel, water, ice and wet storage.

(257) **Matanzas River**. At **Mile 777.9,** Route A1A bridge: Caution is advised because the tidal currents, particularly ebb, run at right angles to the bridge.

(263) At **Mile 788.6, Crescent Beach,** Route 206 bridge: Gasoline may be obtained by shallow-draft boats at a fishing camp south of the bridge.

(265) Navigation in the Waterway opposite the breakthrough at Matanzas Inlet at **Mile 794.0** is hazardous during flood and ebb tides. Signs reading "DANGER TURBULENT WATER" have been placed to warn mariners.

(266) **Matanzas Inlet**. Route A1A bridge has a clearance of 10 feet. Route A1A bridge crossing **Matanzas River** has a clearance of 12 feet; the one crossing the river 1 mile farther south has a clearance of 12 feet.

(267) At **Mile 796.6** is the oceanarium at **Marineland** where marine life are exhibited. On the east side of the waterway a privately marked channel, with a depth of 7 feet leads to the Marineland marina and boat slip. Berths at the marina are south of the boat slip. Depths of 6½ feet are alongside. Gasoline, diesel fuel, and limited marine supplies are available.

(268) A small-craft facility is on the south side of a canal that leads west from the waterway at **Mile 802.8.**

(271) A yacht basin at **Mile 821.8** has Berthage with electricity, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies. Depths of 5 feet are in the approaches and alongside.

(273) Daytona Beach**, Mile 830.0**, is a large resort city with stores, motels, hotels, and restaurants. The city has excellent yacht facilities, and marine supplies can be obtained.

(275) South of the bridge at **Mile 830.7,** a marked channel leads westward to City Dock on the north side of the Municipal Yacht Basin. The channel had a depth of 5½ feet on the centerline. There are berths on the east and south sides with depths of 6½ feet. Water, ice, and electricity are available; meals and lodging are nearby. At the Halifax River Yacht Club, reciprocal courtesies are extended to members of other yacht clubs. Berths with electricity, water, and ice are available. A depth of 8 feet was alongside.

(276) At **Mile 831.0,** a dredged channel marked by daybeacons leads to a small-craft harbor. The depths were 8 feet in the entrance channel and basin.

81) The primary facilities for yachts, other than the Halifax River Yacht Club is 0.3 mile south of Seabreeze Bridge at **Mile 829.4**, and is used for docking, and fueling.

(282) The entrance channel to the other marina leaves the Intracoastal Waterway at **Mile 831.2**, has a marked channel, which had a depth of 7 feet. There are 350 berths. Depths of 7 feet are alongside, and gasoline, diesel fuel, water, ice, electricity, and marine supplies are available.

(283) **Port Orange**. The boatyard 0.3 mile north of the bridge and the marina adjacent to the bridge have berths with electricity, gasoline, diesel fuel, water, ice and marine supplies. Depths of 8 feet and 3 feet are alongside the boatyard and marina.

(285) **Inlet Harbor**. The depth from the waterway to the harbor was 6 feet; thence 5 feet to **Ponce Inlet**. The channel is along the north shore and is not marked. The wharf at Inlet Harbor has depths of 8 feet. Berthage with electricity, gasoline, diesel fuel, water, ice, marine supplies and wet and dry storage are available.

(286) At **Ponce Inlet** there are small-craft facilities where berthage with electricity, gasoline, diesel fuel, water, ice, launching ramps.

(290) At **New Smyrna Beach** are small-craft facilities and the Municipal Yacht Basin.

(296) Regulated speed zones for the protection of manatees are in Haulover Canal and in Bairs Cove on the southeast side of the canal.

(299) **Merritt Island National Wildlife Refuge** is on the east side of the northern part of Indian River.

(300) At **Mile 876.6,** a causeway and railroad bridge has a clearance of 7 feet. The span is normally in the open position, but will close on the approach of trains.

Table of Selected Chart Notes

NOTE D
Due to continuous shoaling between mile marker 775 and 780 the IAWW magenta course line is not being charted.

NOTE B
The daybeacons are private and positions are approximate.

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CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: ⊙(Accurate location) o(Approximate location)

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HEIGHTS
Heights in feet above Mean High Water.

NOTE C
Entrances to Inlets
The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.995" northward and 0.804" eastward to agree with this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE E
SECURITY ZONE
Regulations are published in Chapter 10, (Cape Canaveral Chart, 11484) U.S. Coast Pilot 4.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Fla.
Refer to charted regulation section numbers.

ST
(based on NAD 1927)
The Florida State Grid, east zone, is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Fla.
Refer to charted regulation section numbers.

AIDS TO NAVIGATION
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INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Grid, east zone, is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

Corrected through NM Aug. 11/07. LNM Aug. 07/07

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.995" northward and 0.804" eastward to agree with this chart.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

SAFETY HINTS
1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north however, you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
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NOTE H
The heavy dashed magenta lines represent launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

, Aug./07; Corrected through NM Aug 11/07, LNM Aug. 07/07

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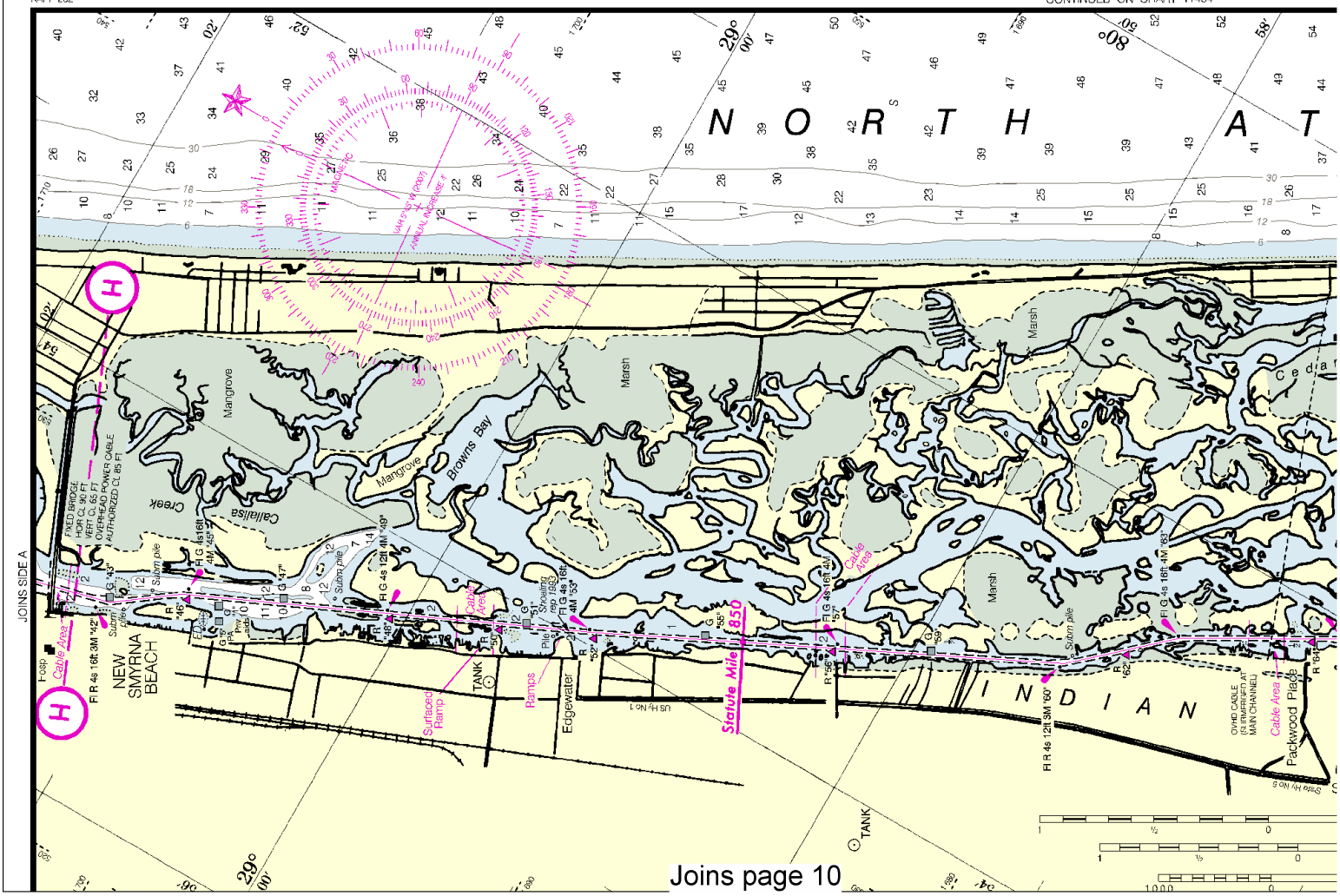
Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

CONTINUED ON CHART 11484



Joins page 10

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

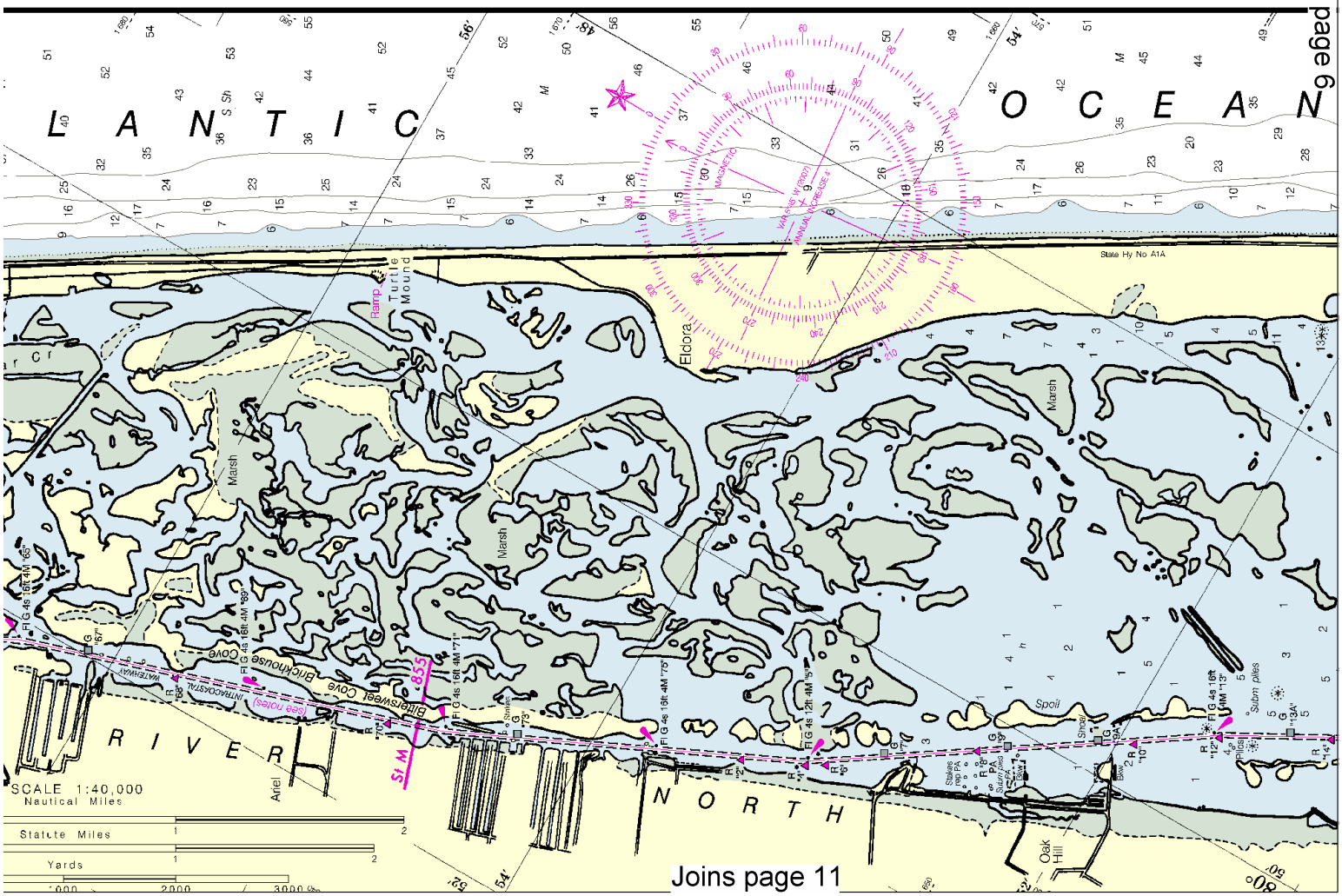
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 6



Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

NO	SMALL CRAF
3	SEA LOVE M
3A	CAMACHEE COVE Y
6	ST. AUGUSTINE MU
14	MARINELAND
15	PALM COAST GOLF
22	ENGLISH JIM'S
24	HALIFAX HARB
25	DAYTONA M
29	ADVENTURE YAC
32	INLET HARBO
42	NORTH CAUSEW
54C	TITUSVILLE MUNIC
54E	KENNEDY POI
57	HARBORTOWN MARI
57C	HARBOR SQUA
65	PINEDA POINT

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HURRICANES AND TROPICAL STORMS

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Formerly 843-SC. 1st Ed., 196

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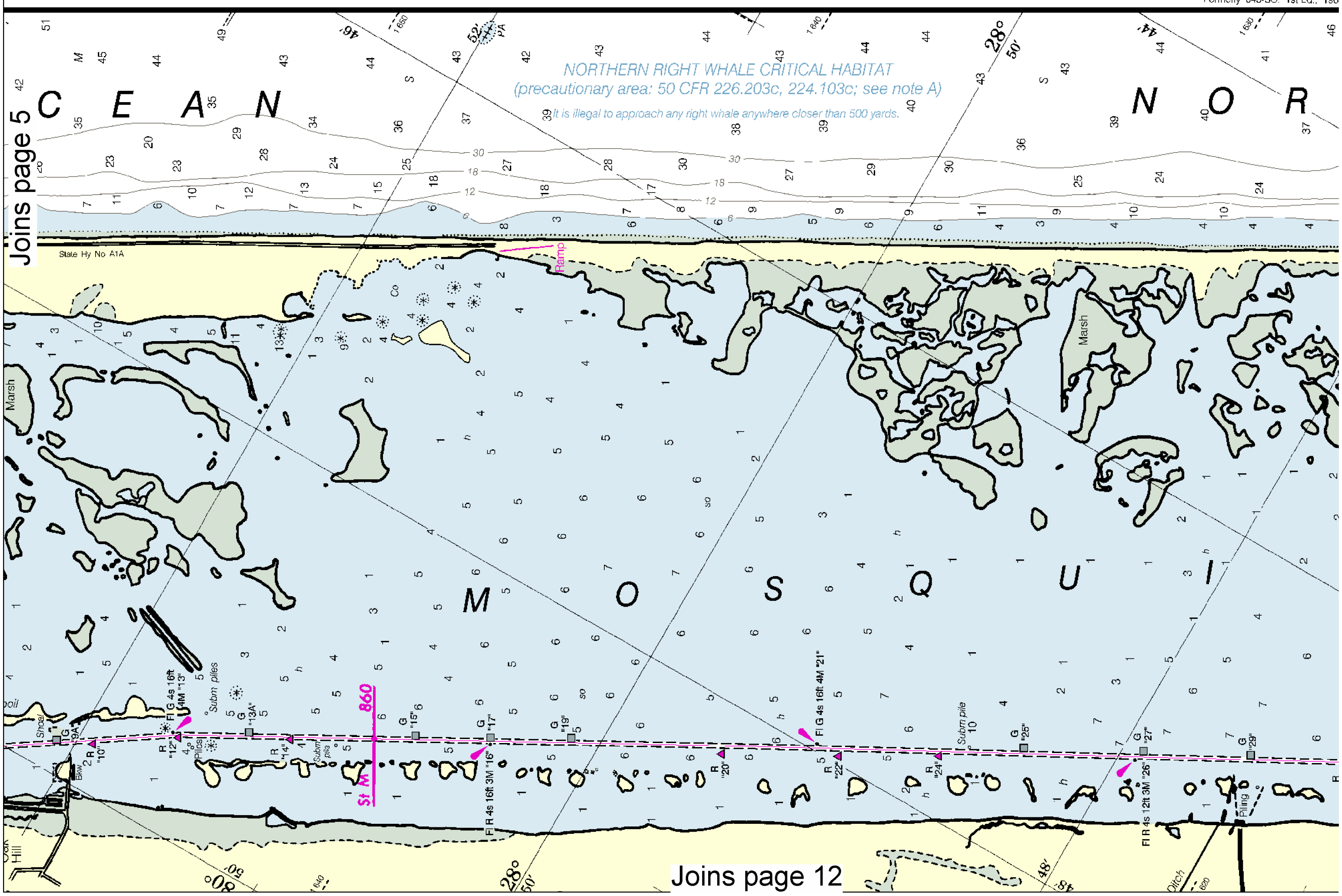

Joins page 12

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

DEPTHS				SERVICES										SUPPLIES							
AFT FACILITY	APPROACH SIDE	ALONGSIDE-FEET (REPORTED)	BERTHS-MOORINGS-FEET (TRANSIENTS)	RAMP	REPAIRS	MARINE RAILWAY-FEET	LIFT CAPACITY-TONS	BOAT RENTAL	CANOE-ROW-MOTOR-SAIL	CHARTER-HOUSE-SAIL	FOOD-LODGING-CAMPING	TOILETS-SHOWERS-LAUNDRY	WINTER STORAGE-WET-DRY	WATER-ICE	GROCERIES-HARDWARE	BAIT-TACKLE	DIESEL OIL-GASOLINE				
E MARINA	A	15	15	B	E						M	C	FL	P		C	WI	GH	BT	DG	
/E YACHT HARBOR	A	7	7	B	E		HMR	50	50				FL	TSLP	W	C	WI	GH	BT	DG	
/UNICIPAL MARINA	A	20	18	B	E									TSLP		C	WI	GH		DG	
ND MARINA	A	5	5	BME		S	M					S	FLC	TSLP		C	WI			DG	
F RESORT MARINA	A	8	10	B	E	S					CRM		FL	TSLP		C	WI	H	BT	DG	
M'S MARINA	A	6	6	B	E									TSLP	WD		WI	H		DG	
BBOR MARINA	A	8	8	B	E	S							F	TSLP	W		WI			DG	
A MARINA	A	8	8	B	E		HMR		55					TSLP	W	C	WI	H		DG	
ACHT HARBOR	A	6	10	B	E								F	TSLP		C	WI	H		DG	
BOR MARINA	A	6	8	B	E								F	TSLP	WD	C	WI	G	BT	DG	
EWAY MARINE	A	6	8	B			HMR		10		M			T	P WD	C	WI	GH	B	DG	
NICIPAL MARINA	B	8	8	B	E	S								TSLP		C	WI	GH	BT	DG	
OINT MARINA	B	6	6	B	E	S					CRM		S	TSLP	W		WI	GH		DG	
ARINA & BOATYARD	B	8	8	B	E		HMR		70				F	TSLP	WD		WI			DG	
UARE MARINA	B	14	7	B	E		MR					C	S	TSLP	WD	C	WI	H		D	
INT MARINA	B	4	4	BM			HMR		12					T	P					D	

ONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
'ROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
ULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels, when safe and practicable.
Mariners are urged to become familiar with the complete rest of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

HORIZONTAL DATUM

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Joins page 8

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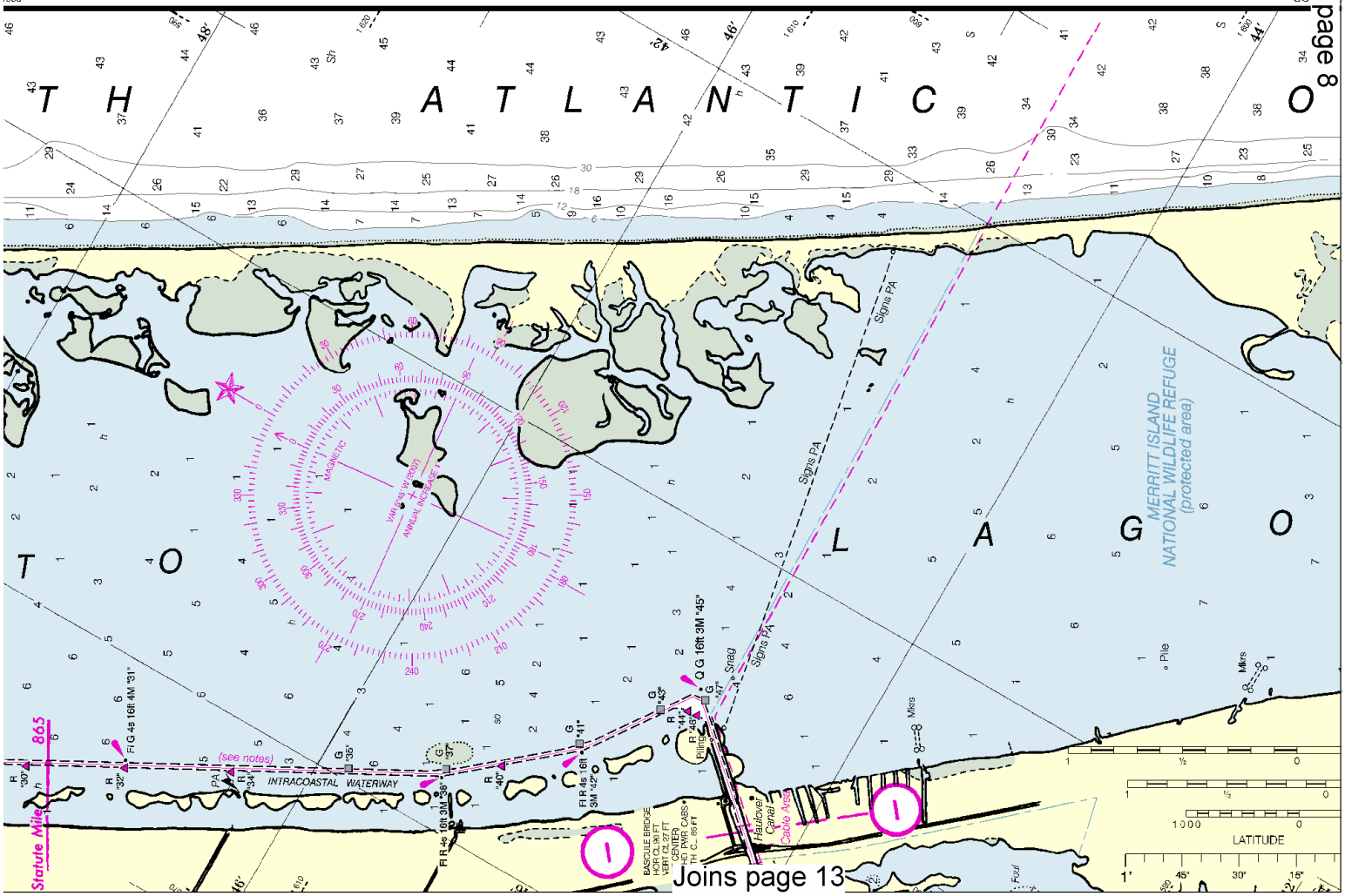

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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

INTRACOASTAL WATERWAY
Project Depths

12 feet Norfolk, Va. to Fort Pierce, Fla. 10 feet Fort Pierce, Fla. to Miami, Fla. 7 feet Miami, Fla. to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances along the Waterway are in Statute Miles, southward from Norfolk, Virginia, and indicated thus:

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

INTRACOASTAL WATERWAY AIDS

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WARNING

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CAUTION

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RACING BUOYS

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AIDS TO NAVIGATION

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PLANE COORDINATE GRID
(based on NAD 1927)

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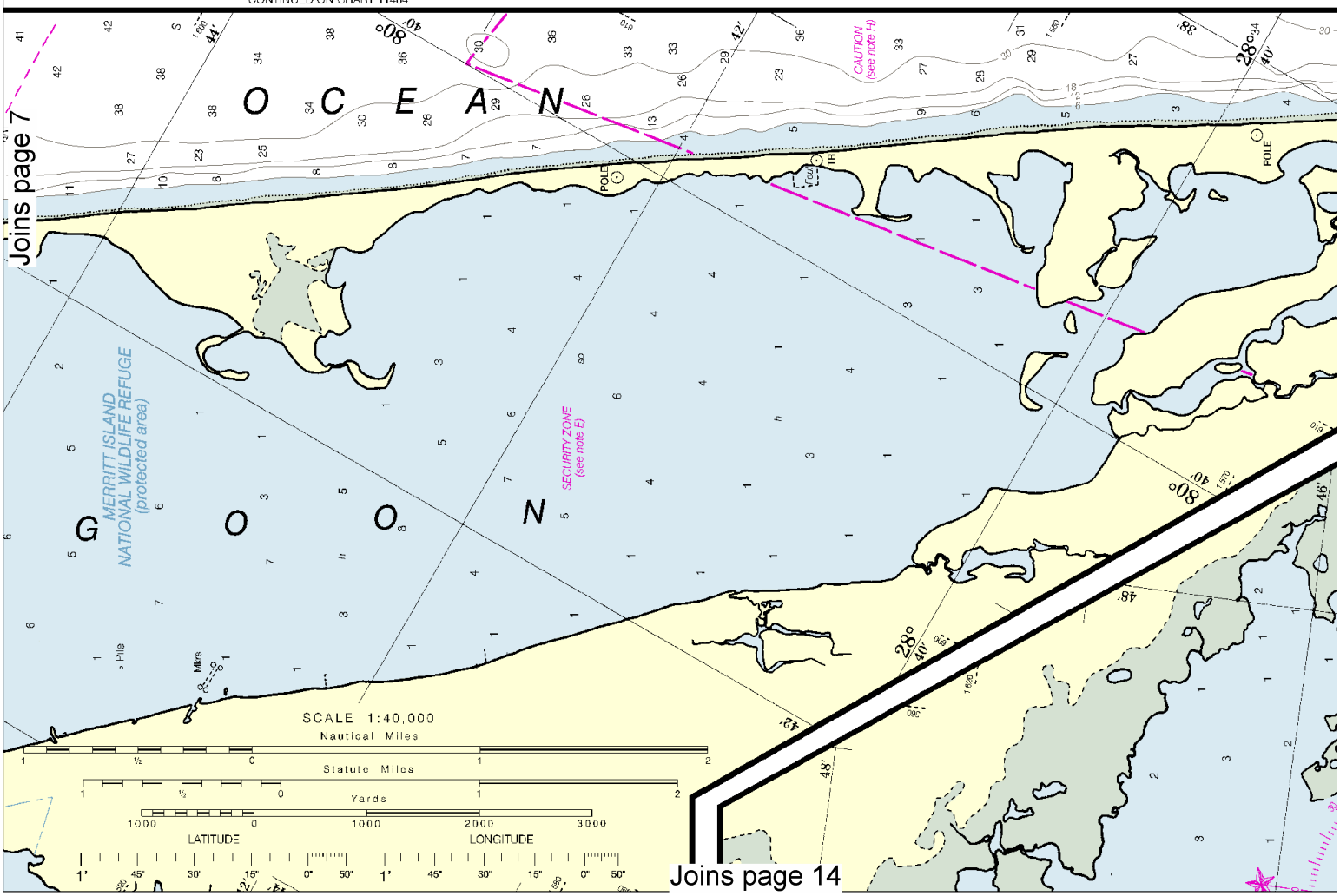
The last three digits are omitted.

NOTE H

The heavy dashed magenta lines represent launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

CONTINUED ON CHART 11484



Joins page 7

Joins page 14

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

NAUTICAL CHART 11485

THE NATION'S CHARTMAKER SINCE 1807

INTRACOASTAL WATERWAY

TOLOMATO RIVER TO PALM SHORES

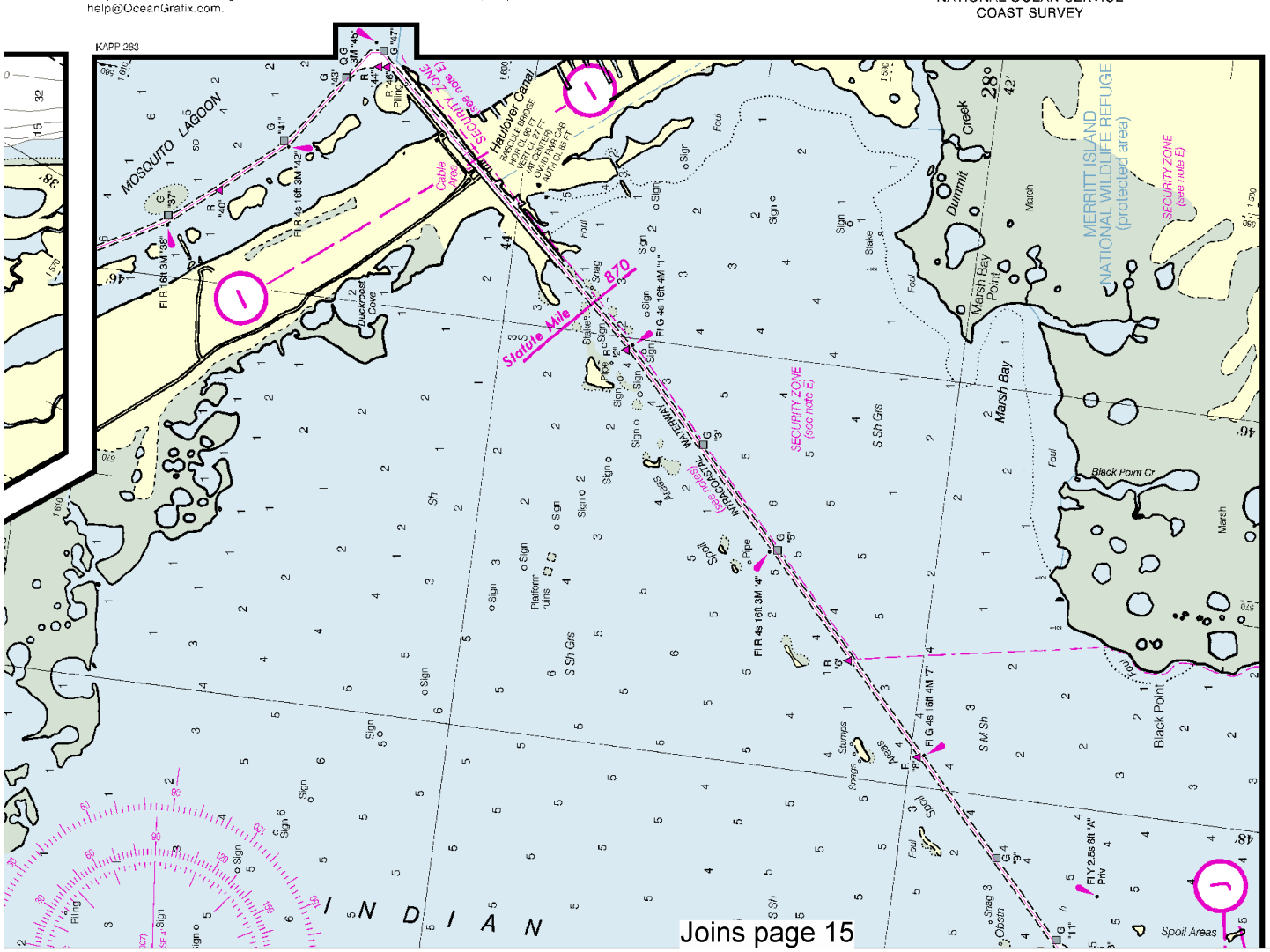
FLORIDA

NSN 7642014010252
NGA REFERENCE NO. 11XHA11485

ED. NO. 35

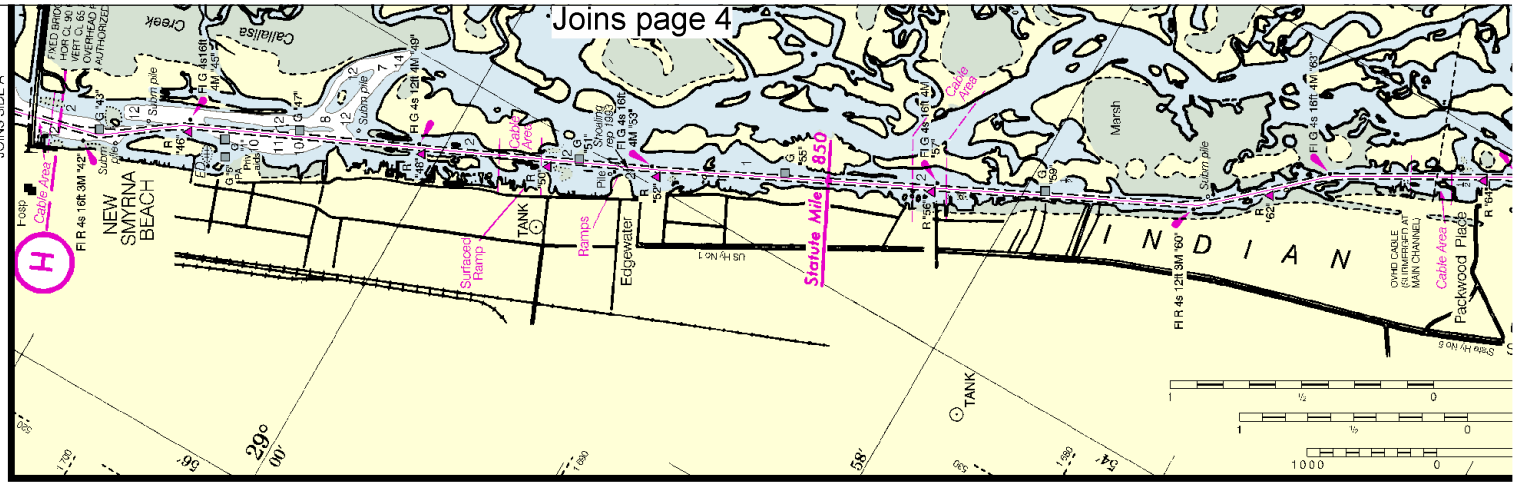
Chart 11485 35th Ed., Aug/07 ■
Corrected through NM Aug. 11/07. LNM Aug. 07/07

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

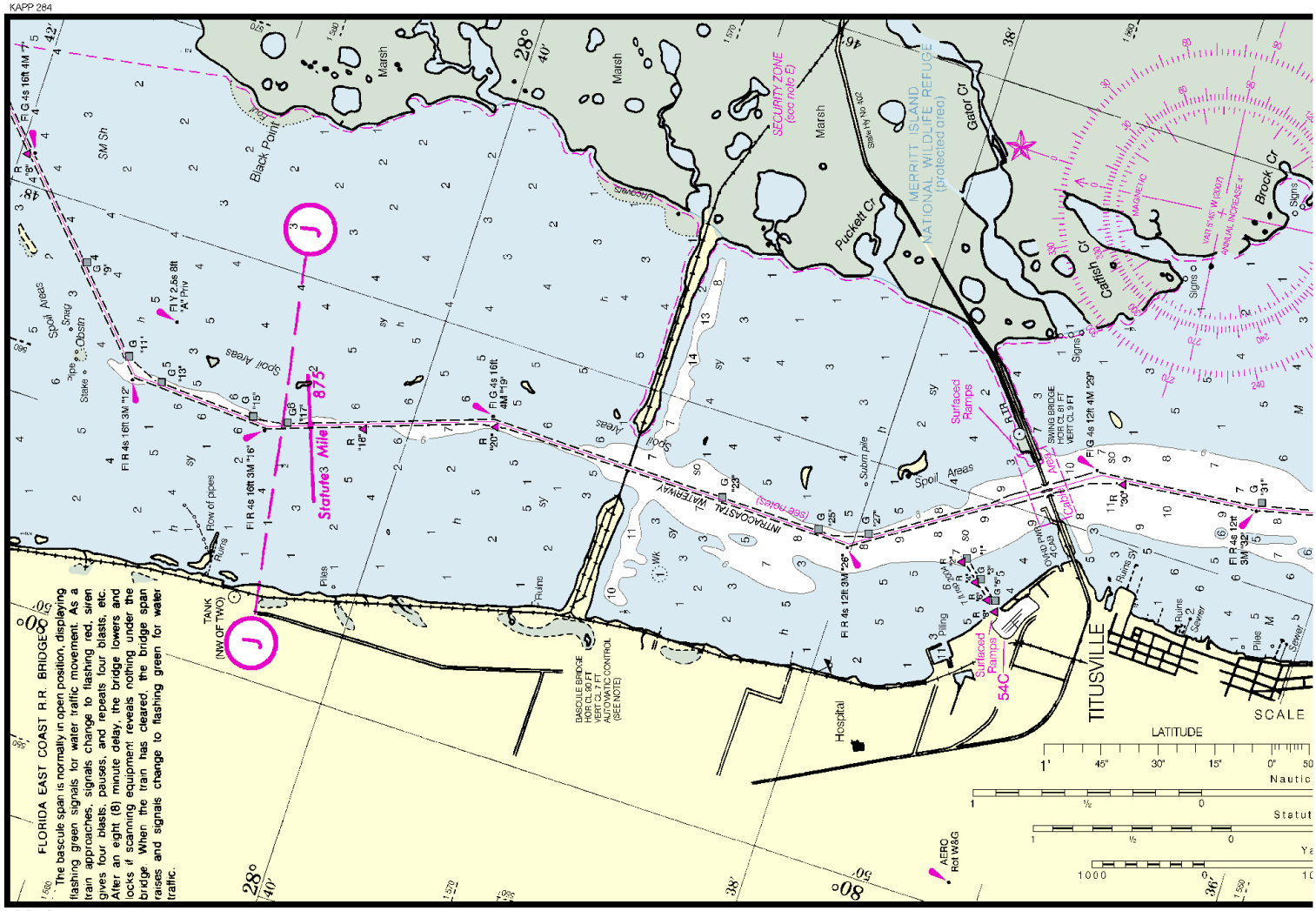


Joins page 15

Joins page 4



KAPP 284



FLORIDA EAST COAST R.R. BRIDGE

The bascule span is normally in open position, displaying flashing green signals for water traffic movement. As a train approaches, signals change to flashing red, siren gives four blasts, pauses, and repeats four blasts, etc. After an eight (8) minute delay the bridge lowers and locks if scanning equipment reveals nothing under the bridge. When the train has cleared, the bridge span raises and signals change to flashing green for water traffic.

11485 35th Ed., Aug./07; Corrected through NM Aug. 11/07, LNM Aug. 07/07

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

NOTE F
Strong tidal currents exist perpendicular to the Bridge Lions opening. Vessels engaged in towing and pushing

Joins page 16

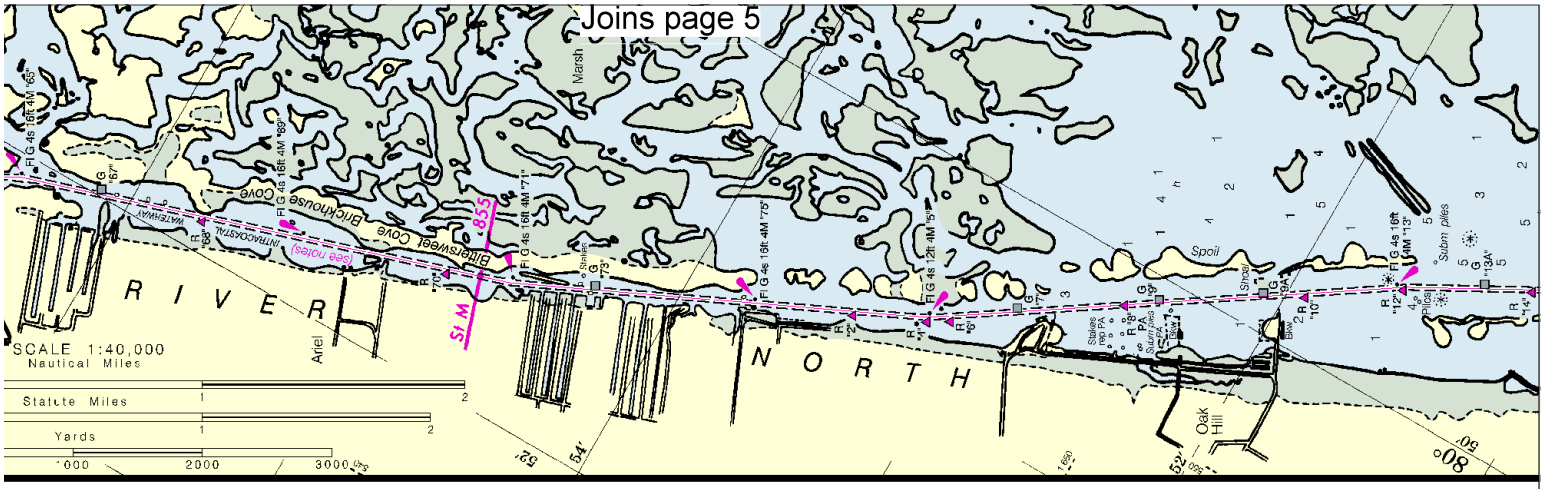
MARINE

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

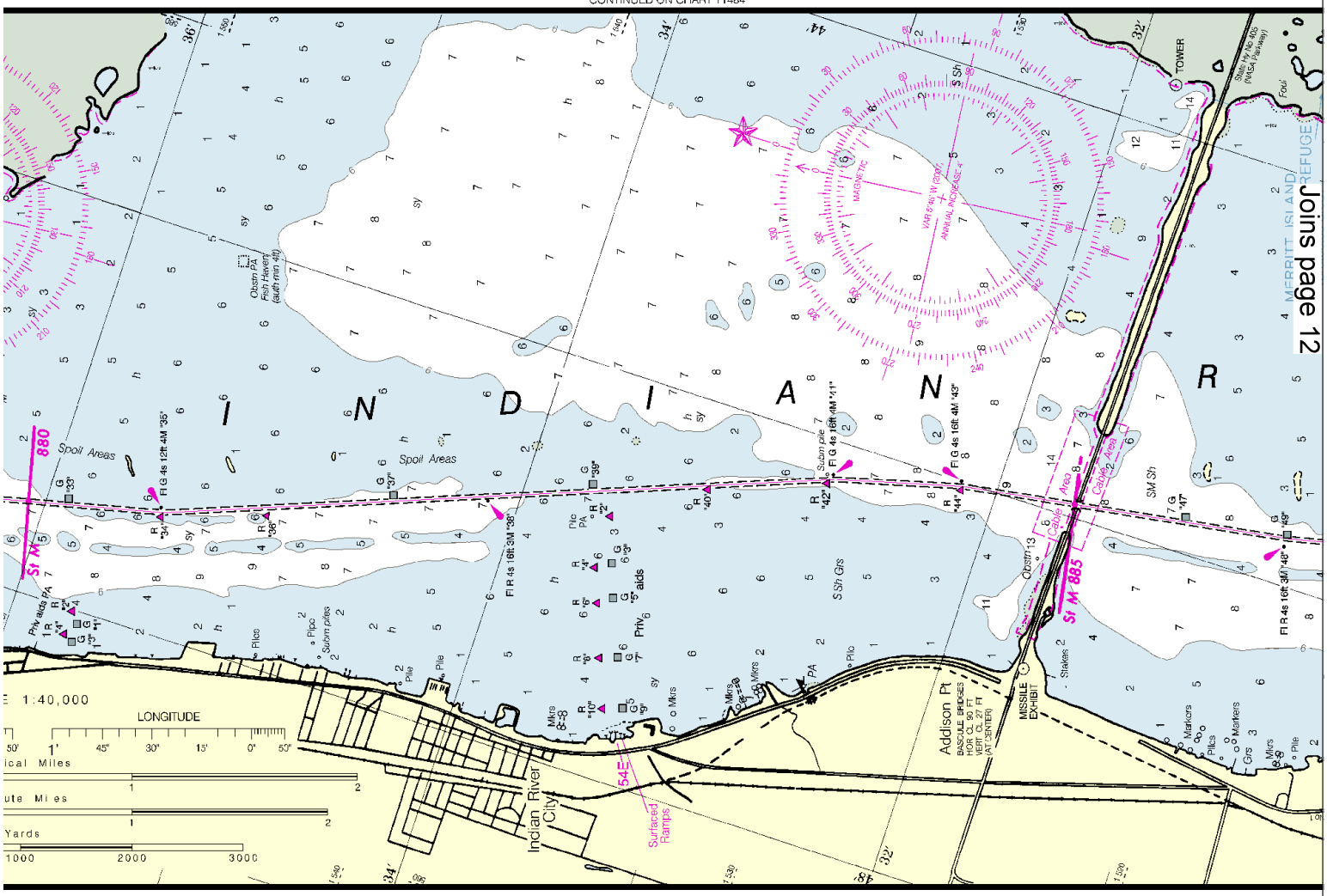
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Joins page 5

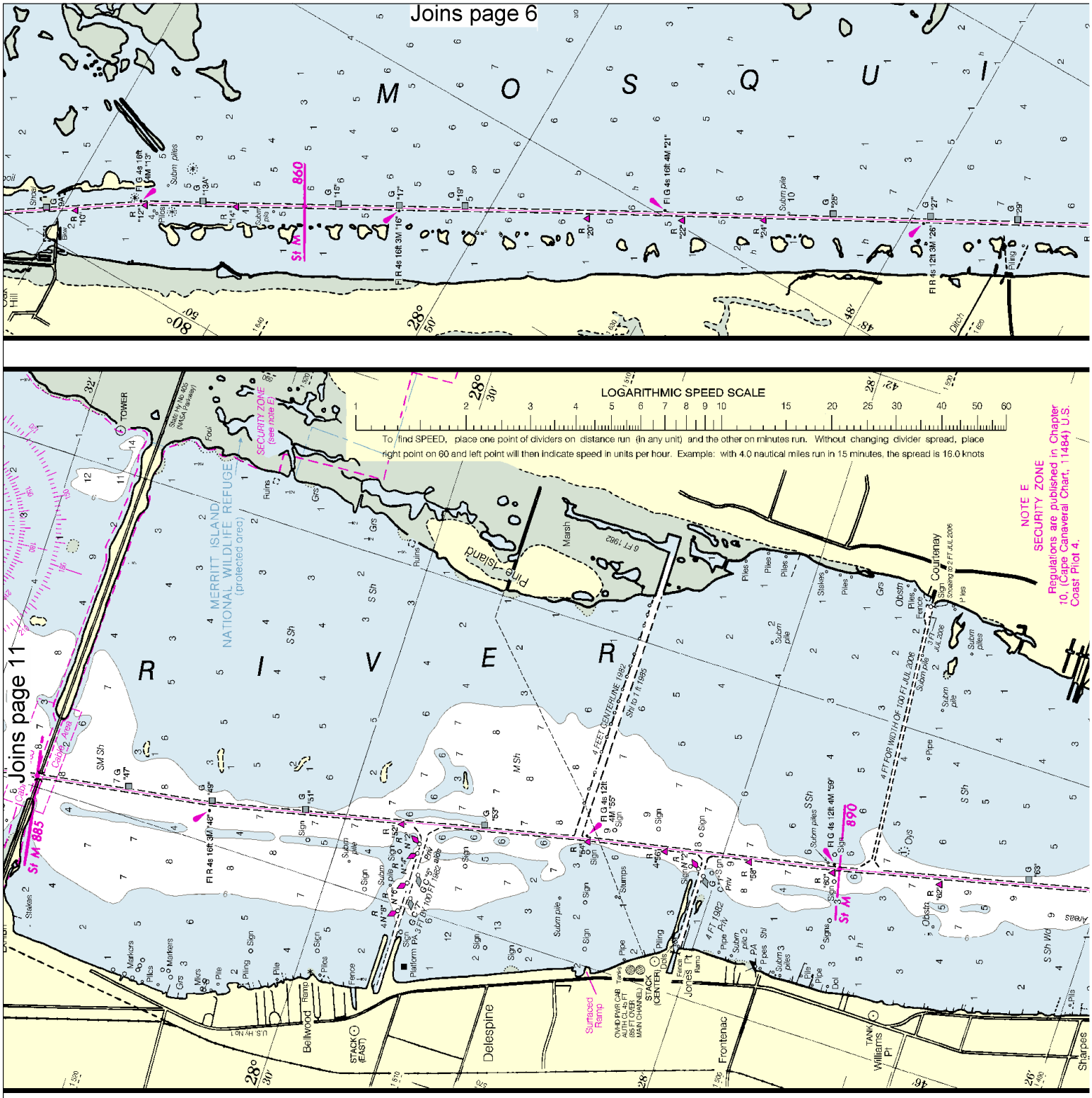


CONTINUED ON CHART 11484



Joins page 12

Joins page 17



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

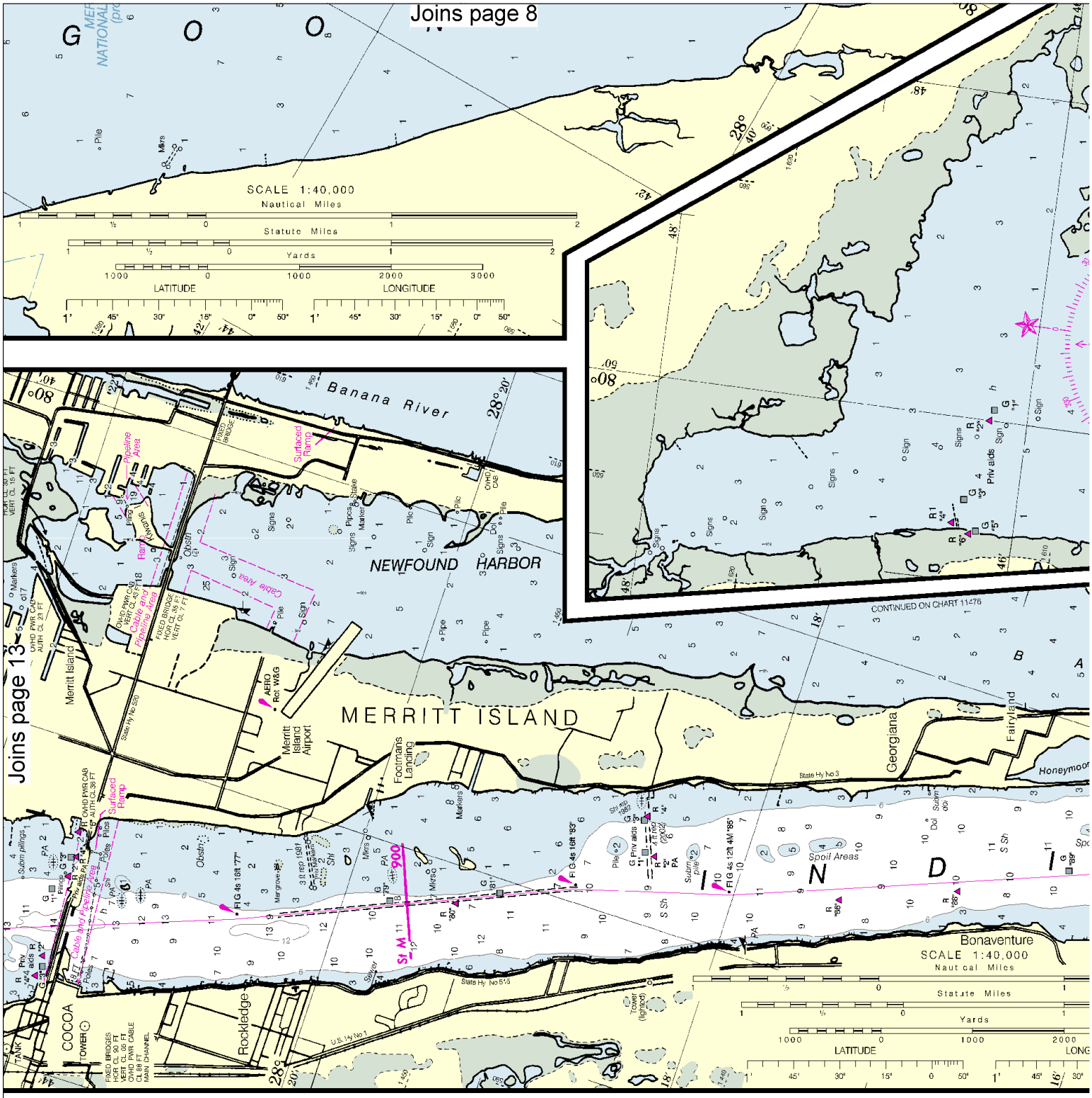
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

AUGUST 2007				SEPTEMBER 2007				OCTOBER 2007				NOVEMBER 2007			
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0328	-0.1	16	0408	0.2	1	0439	-0.1	16	0440	0.5	1	0513	0.1	16	0441	0.7
W	1008	2.6	Th	1036	2.5	Sa	1127	3.0	Su	1121	2.6	M	1204	3.1	Tu	1136	2.7
	1547	0.1		1627	0.4		1636	0.4		1703	0.6		1749	0.7		1710	1.1
	2229	2.7		2251	2.5		2335	2.8		2322	2.5					2334	2.5
2	0333	-0.1	17	0518	0.6	2	0533	-0.1	17	0525	0.8	2	0613	2.9	17	0325	0.8
Th	1222	2.8	F	1304	2.6	Su	1222	2.8	M	1304	2.6	Tu	0815	0.3	W	1224	2.8
	1605	0.5		1744	1.0		1605	0.5		1744	1.0		1305	2.9		1759	1.2
													1853	0.8			

NOVEMBER 2007					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0100	2.7	16	0005	2.4
Th	0704	0.5	F	0552	0.6
	1347	0.8		1251	2.5
	1946	0.8		1834	0.9
2	0208	2.6	17	0104	2.3
F	0813	0.7	Sa	0653	0.7
	1449	0.7		1343	2.5
	2052	0.8		1936	0.8



MIAMI HARBOR ENTRANCE, FLA., 2008

Predicted times and heights of high and low water-Eastern Standard Time. For Daylight Saving time, add 1 hour.
To predict local time, apply the time difference listed in the facility descriptions to these tide predictions.

OCTOBER 2007

Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1	0441	0.7	16	0005	2.7	1	0100	2.7	16	0005	2.4
Tu	1136	2.7	Tu	0704	0.5	Th	0702	0.5	F	0552	0.6
	1710	1.1		1347	2.6		1347	2.6		1250	0.0
	2334	2.5		1946	0.8		1946	0.8		1834	0.9
2	0525	0.8	17	0325	2.6	2	0208	2.6	17	0104	2.3
W	1224	2.6	W	0813	0.7	F	0813	0.7	Sa	0653	0.7
	1759	1.2		1449	2.7		1449	2.7		1343	2.3
				2052	0.8		2052	0.8		1936	0.9

NOVEMBER 2007

Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1	0139	2.4	16	0044	2.2	1	0250	2.0	16	0222	2.1
Th	0740	0.5	F	0627	0.3	Su	0848	0.5	M	0808	0.2
	1437	2.4		1308	2.3		1452	0.9		1425	2.0
	2016	0.5		1904	0.2		2113	0.2		2037	-0.3
2	0242	2.3	17	0144	2.3	2	0347	2.0	17	0330	2.2
F	0841	0.6	Sa	0728	0.1	M	0943	0.5	Tu	0914	0.2
	1331	2.4		1400	2.3		1545	0.9		1532	2.0
	2112	0.5		2004	0.1		2204	0.1		2143	-0.4

DECEMBER 2007

Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1	0355	1.7	16	0425	2.1	1	0306	1.7	16	0409	2.2
F	0950	0.6	Sa	1007	0.2	Se	0902	0.8	Su	0937	0.3
	1551	1.7		1538	2.0		1506	1.7		1535	2.1
	2213	0.1		2236	-0.3		2129	0.2		2225	-0.1
2	0456	1.8	17			2			17		
Sa	1046	0.5	S			M			Tu		
	1653	1.7									
	2306	0.0									

JANUARY 2008

Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1			16			1			16		
Tu			W			Th			F		
2			17			2			17		
W			Th			F			Sa		

FEBRUARY 2008

Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1			16			1			16		
F			Sa			Su			M		
2			17			2			17		
Sa			S			M			Tu		

MARCH 2008

Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1			16			1			16		
Sa			Su			M			Tu		
2			17			2			17		
S			M			Tu			W		

APRIL 2008

Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1	0427	2.0	16	0538	2.3	1	0434	2.2	16	0545	2.2
Tu	1020	0.4	W	1129	0.2	Th	1030	0.1	F	1142	0.0
	1645	2.0		1807	2.4		1712	2.2		1822	2.4
	2243	0.2		2354	0.1		2259	0.2			
2	0522	2.1	17	0624	2.4	2	0527	2.3	17	0010	0.3
W	1111	0.2	Th	1214	-0.1	F	1121	-0.1	Sa	0628	2.2
	1744	2.2		1853	2.3		1608	2.6		1253	-0.1
	2335	0.1					2352	0.1		1907	2.4

MAY 2008

Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.
1	0545	2.4	16	0021	0						
Th	1144	-0.5	F	0634							
	1939	2.7		1244							
				1920							
2	0018	0.1	17	0103							
M	0642	2.5	Tu	0719							
	1236	-0.6		1314							
	1934	2.8		2001							

JUNE 2008

Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	
1			16		
Su			M		
2			17		
M			Tu		

Joins page 20

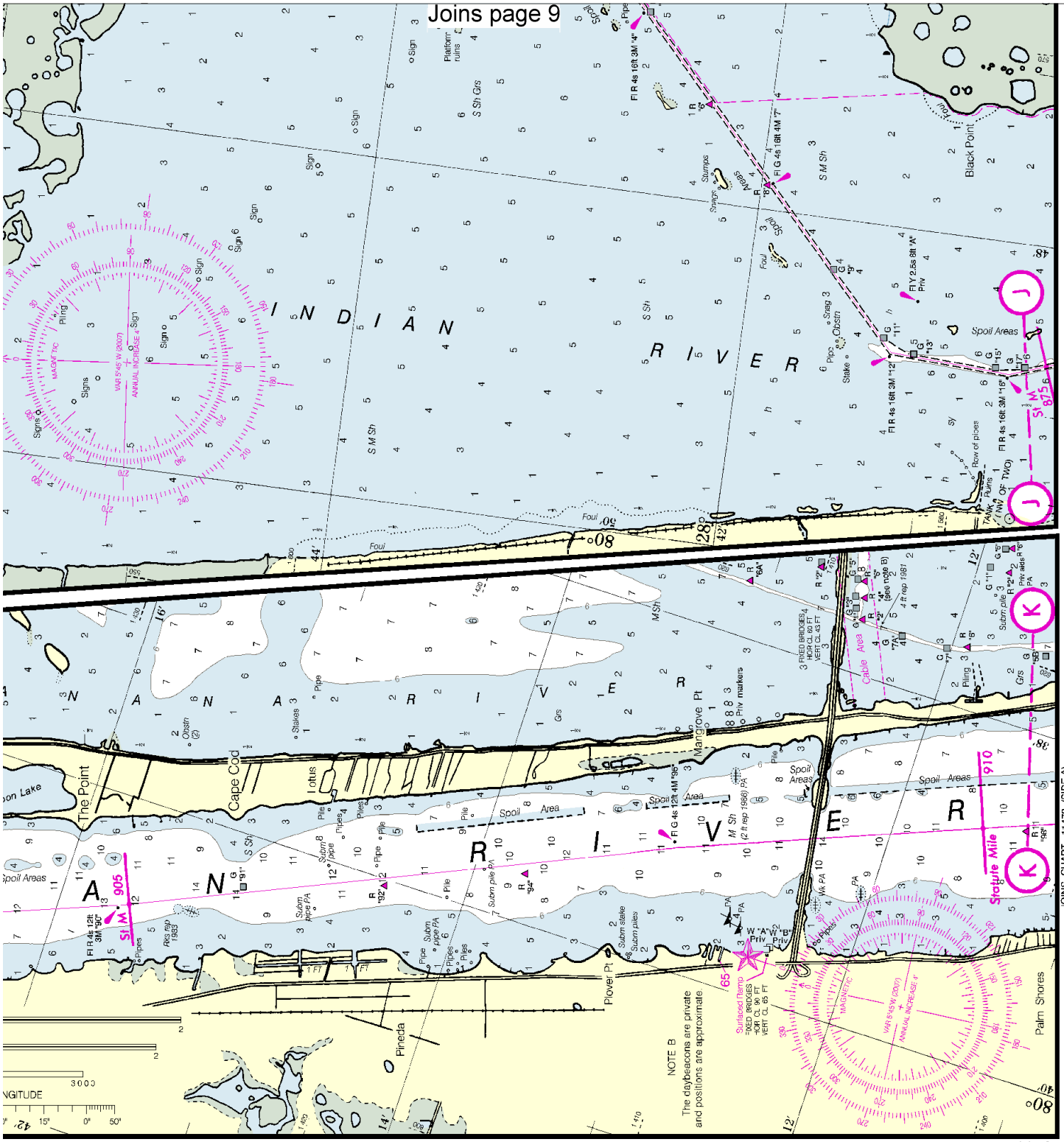
14

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9



	JULY 2008					
Ht.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
0.4 2.0 -0.1 2.3	1 Tu	0823 1222 1918	2.4 -0.8 2.7	16 W	0036 0651 1249 1936	0.5 2.1 0.0 2.3
0.4 2.1 -0.1 2.2	2 W	0935 0723 1317 2012	0.0 2.5 -0.8 2.8	17 Th	0118 0736 1330 2017	0.4 2.1 0.0 2.4

Joins page 21

Joins page 10

FLORIDA EAST C
The bascule span is norm
flashing green signals for
train approaches, signals
gives four blasts, pauses,
After an eight (8) minute
locks if scanning equipme
bridge When the train ha
raises and signals change
traffic.

AERO
Rot W&G

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances along the waterway are in Statute Miles, southward from Norfolk, Virginia, and indicated thus:

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE F

Strong tidal currents exist perpendicular to the Bridge of Lions opening. Vessels engaged in towing and pushing operations are advised to transit the bridge opening during slack tide and, if necessary, breakdown the tow in small units or use adequate tugs.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

MARINE
NATION
Jacksor
Melbour
Miami, F

*Recorc

WEATH
CITY

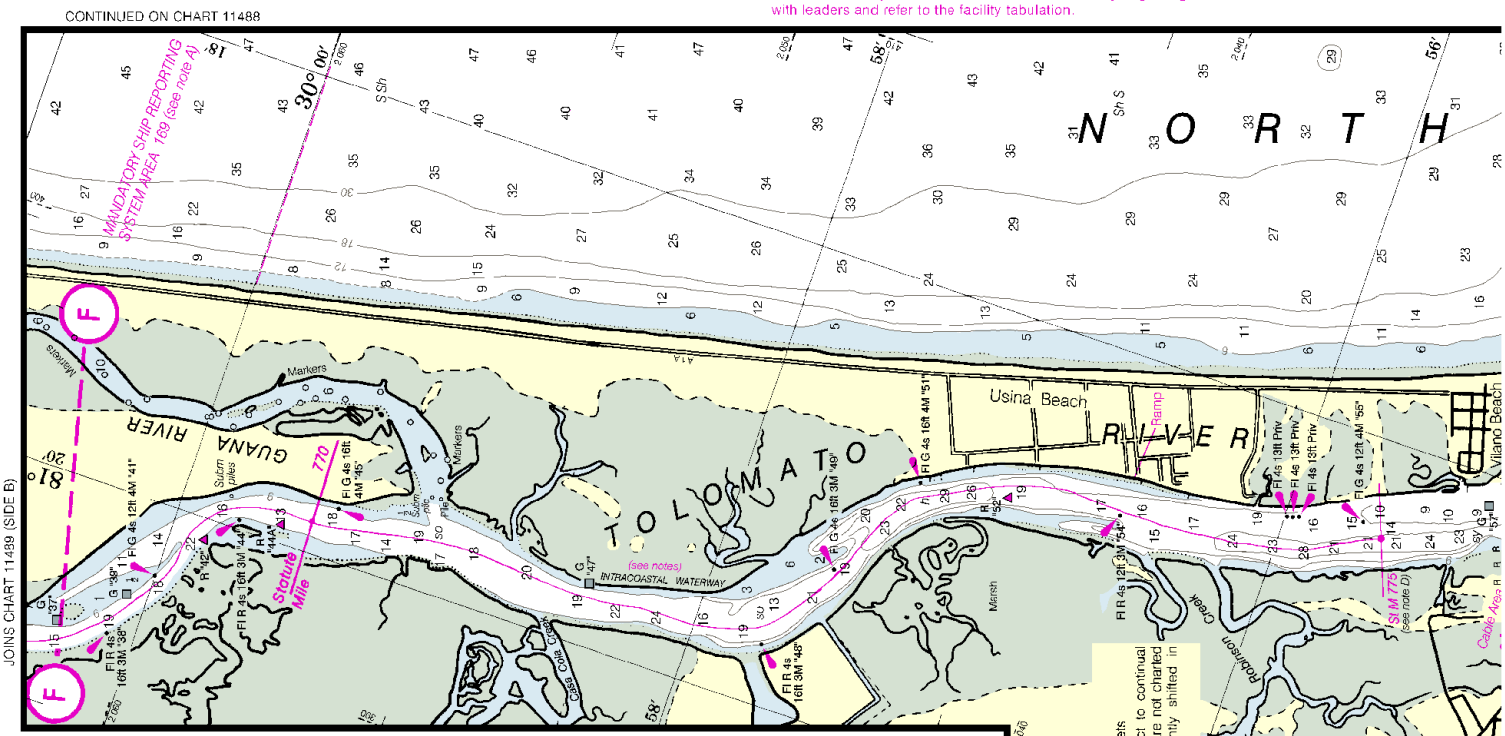
Mayport,

Miami, Fl

*Local Ti

+Proced

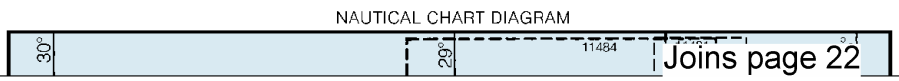
CONTINUED ON CHART 11488



NOTE C

rances to inlets.
s are subject to continual
nce buoys are not charted
are frequently shifted in

NAUTICAL CHART DIAGRAM



Joins page 22

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

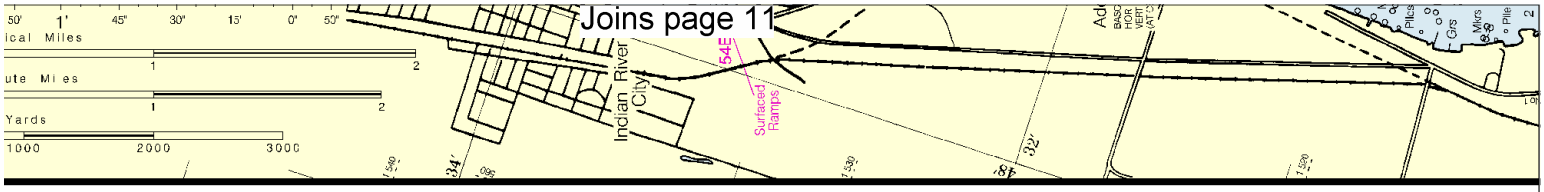
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 11



NE WEATHER FORECASTS

ONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
ionville, FL	*(904) 741-4311	8:30 AM-5:00PM (Mon-Fri)
ourne, FL	*(321) 255-0212	8:00 AM-4:00 PM (Mon-Fri)
i, FL	(305) 229-4522	24 Hours daily

orded (24 Hours daily)

THER INFORMATION BY MARINE RADIOTELEPHONE

	STATION	FREQUENCY	DAILY BROADCAST-EST	SPECIAL WARNING
ort, Fla	NMA-10	2670 kHz	1:20 a.m. & p.m.	+On Receipt
		157.1 MHz	7:15 a.m. & 5:15 p.m.	+On Receipt
, Fla	NCF	2670 kHz	*10:50 a.m. & p.m.	+On Receipt

l Times

eded by Announcement on 2182 kHz/156.8 MHz

WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forcast conditions of wind and sea.

While afloat:

1. Keep a weather eye out for:
   A. A sudden vertical cumulus cloud development
   B. A sudden change in wind direction
   C. A sudden noticeable increase in wind velocity
   D. A Drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forcasts and warnings

Thunder squalls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blow to leeward into danger.

CONTINUOUS MARINE BROADCASTS

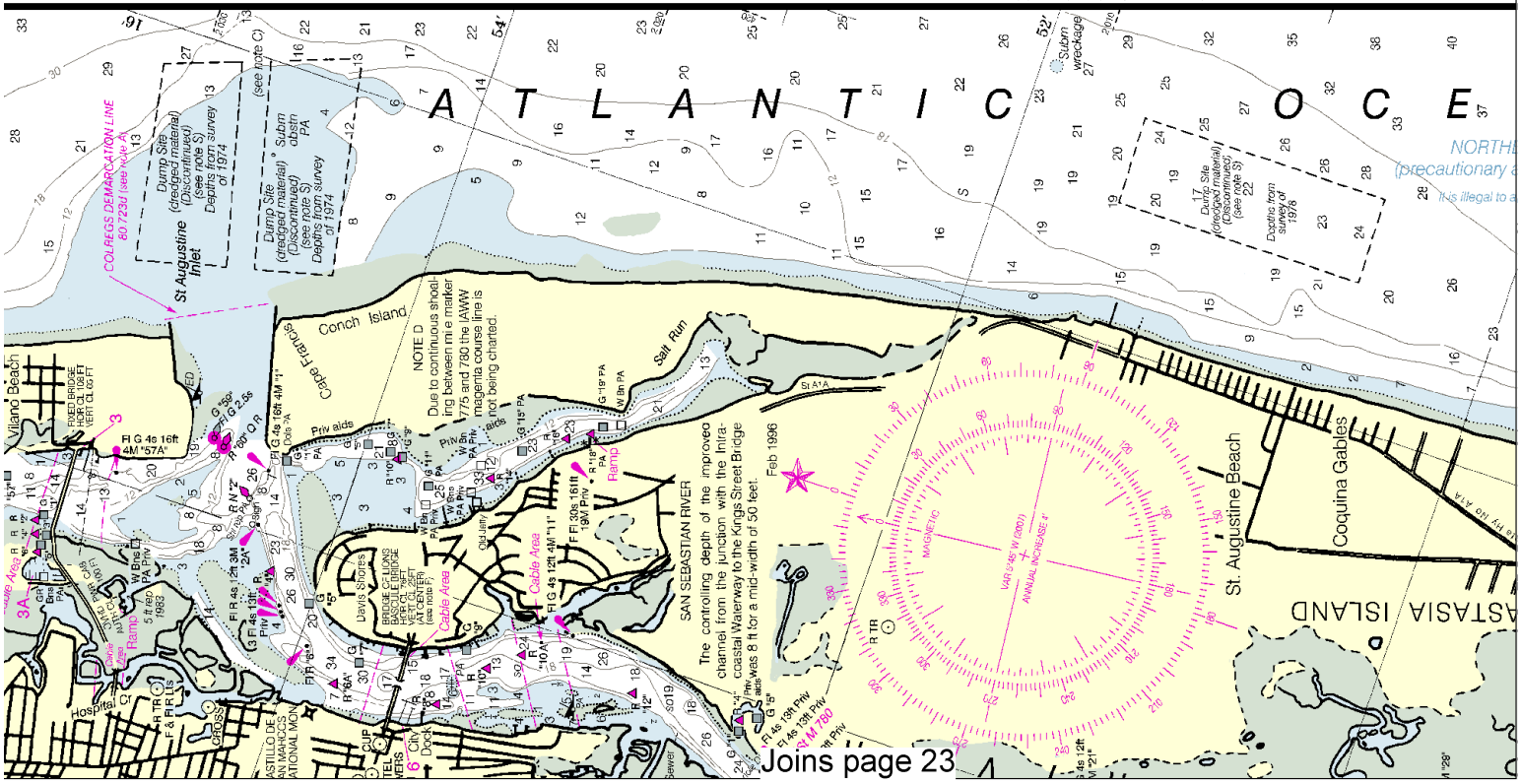
CITY	STATION	FREQUENCY	BROADCAST TIMES
Jacksonville, Fla.	KHB-39	162.55 MHz	24 Hours Daily
Daytona Beach, Fla.	KIH-26	162.40 MHz	24 Hours Daily
Melbourne, Fla.	WXJ-70	162.55 MHz	24 Hours Daily

Joins page 18

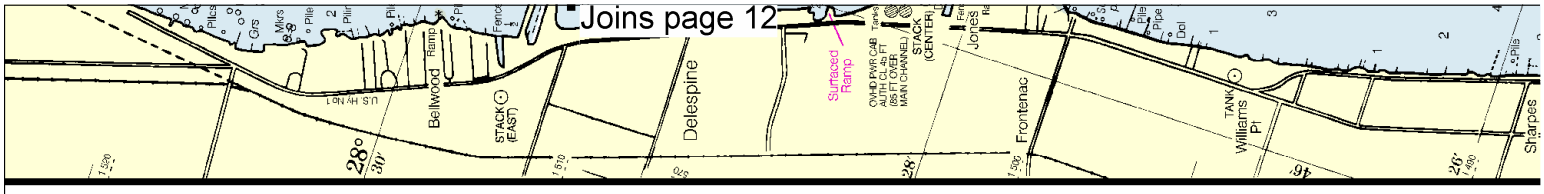
The United S
boatmen, cond
States. For info
USPS-Local Squa
N.C. 27612, 919-82
USCGAUX – 7th C
or USCG Headquart

CONTINUED ON CHART 11488

CONTINUED ON CHART 11486



Joins page 23



SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north however, you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.995" northward and 0.804" eastward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of Flotilla 070-04-06 of the United States Coast Guard Auxiliary for continually providing essential information for revising this chart.

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

PUBLIC BOATING INSTRUCTION PROGRAMS

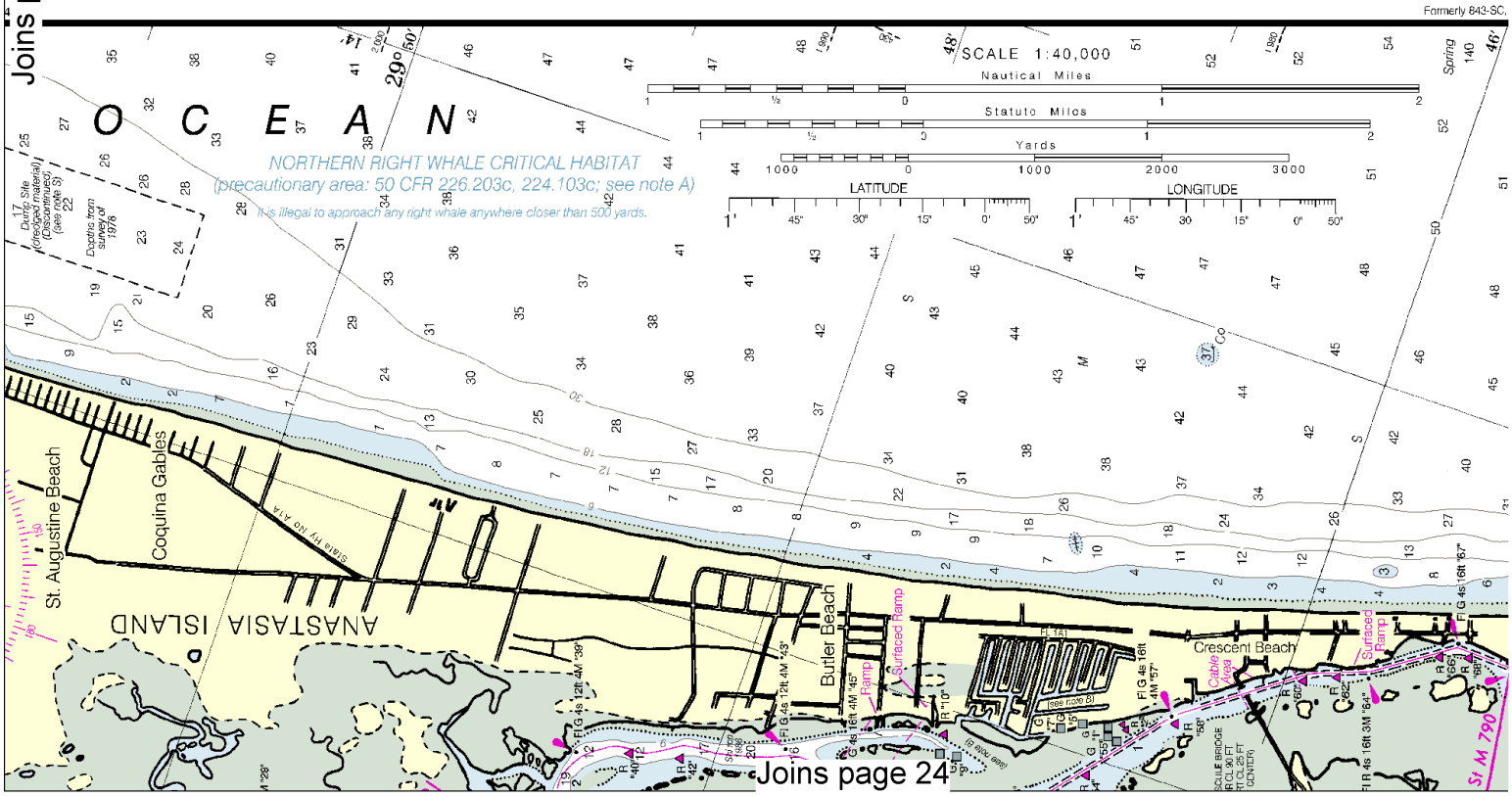
The United States Power Squadrons and U. S. Coast Guard Auxiliary, national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS-Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX - 7th Coast Guard District, 51 Southwest First Ave., Miami, Fla. 33130, 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

Joins page 17

Formerly 843-SC,



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

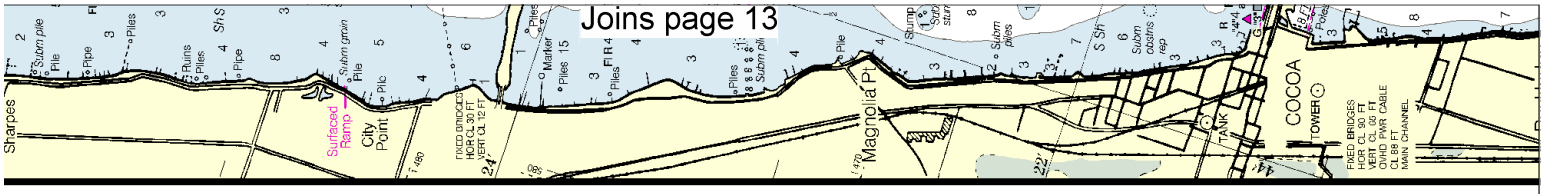
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 13



CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

AUGUST 2007				SEPTEMBER 2007				OCTOBER 2007				NOVEMBER 2007			
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 W	0328 1008 1547 2229	-0.1 2.6 -0.1 2.7	16 Th	0408 1038 1627 2251	0.2 2.5 0.4 2.5	1 Sa	0439 1127 1708 2335	-0.1 3.0 0.2 2.8	16 Su	0440 1221 1709 2322	0.5 2.6 0.6 2.5	1 M	0513 1204 1748	0.1 3.1 0.7	16 Tu	0441 1136 1710 2354	0.7 2.7 1.1 2.5	1 Th	0100 0704 1347 1946	2.7 0.5 2.6 0.8	16 F	0006 0552 1250 1834	2.4 0.6 2.6 0.9
2 Th	0414 1056 1696 2313	-0.1 2.6 0.0 2.6	17 F	0447 1117 1706 2326	0.2 2.5 0.5 2.4	2 Su	0333 1222 1805	-0.1 2.9 0.5	17 M	0516 1304 1744	0.6 2.5 1.0	2 Tu	0013 0613 1305 1853	2.9 0.3 2.9 0.9	17 W	0521 1324 1759	0.8 2.6 1.2	2 F	0208 0813 1449 2052	2.9 0.3 2.7 0.8	17 Sa	0104 0653 1343 1936	2.3 0.7 2.5 0.9
3 F	0503 1146 1727 2359	-0.2 2.6 0.1 2.6	18 Sa	0525 1158 1746	0.3 2.4 0.6	3 M	0029 0632 1253 1906	2.7 0.1 2.7 0.7	18 Tu	0003 0603 1253 1833	2.4 0.7 2.4 1.1	3 W	0116 0723 1412 2004	2.7 0.5 2.6 0.9	18 Th	0024 0520 1319 1901	2.4 0.8 2.5 1.2	3 Sa	0318 0918 1548 2150	2.6 0.2 2.7 0.7	18 Su	0208 0800 1439 2039	2.4 0.7 2.5 0.8
4 Sa	0555 1241 1823	-0.2 2.6 0.2	19 Su	0002 0607 1242 1830	2.3 0.4 2.3 0.8	4 Tu	0129 0736 1429 2017	2.6 0.2 2.6 0.8	19 W	0051 0658 1351 1935	2.3 0.8 2.4 1.2	4 Th	0228 0835 1520 2112	2.7 0.5 2.7 0.9	19 F	0124 0725 1419 2009	2.4 0.8 2.6 1.1	4 Su	0420 1015 1642 2241	2.6 0.2 2.7 0.6	19 M	0314 0905 1535 2136	2.5 0.6 2.6 0.4
5 Su	0049 0652 1340 1924	2.9 -0.1 0.5 0.4	20 M	0043 0653 1331 1921	2.2 0.5 2.2 0.9	5 W	0237 0846 1539 2126	2.5 0.3 2.6 0.8	20 Th	0150 0803 1455 2044	2.3 0.6 2.4 1.0	5 F	0338 0942 1623 2216	2.7 0.4 2.8 0.8	20 Sa	0232 0834 1519 2113	2.4 0.6 2.6 1.0	5 M	0514 1105 1728 2325	2.7 0.2 2.7 0.5	20 Tu	0417 1009 1630 2231	2.7 0.5 2.7 0.1
6 M	0145 0754 1444 2030	2.4 -0.1 2.4 0.5	21 Tu	0130 0747 1428 2020	2.1 0.5 2.1 0.9	6 Th	0349 0955 1646 2231	2.5 0.3 2.5 0.7	21 F	0258 0910 1556 2148	2.3 0.6 2.5 1.0	6 Sa	0444 1041 1719 2309	2.7 0.5 2.8 0.7	21 Su	0341 0938 1616 2210	2.6 0.6 2.8 0.7	6 Tu	0601 1150 1809	2.8 0.2 2.7	21 W	0517 1109 1725 2323	2.9 0.4 2.8 -0.1
7 Tu	0248 0858 1552 2136	2.3 0.1 2.4 0.8	22 W	0225 0847 1531 2123	2.1 0.5 2.1 0.9	7 F	0457 1056 1744 2326	2.6 0.2 2.7 0.6	22 Sa	0407 1011 1656 2243	2.4 0.6 2.6 0.8	7 Su	0546 1139 1806 2355	2.8 0.3 2.9 0.6	22 M	0444 1038 1706 2301	2.6 0.6 2.8 0.5	7 W	0004 0645 1230 1847	0.4 2.8 0.7 2.7	22 Th	0613 1156 1819	3.1 0.3 2.9
8 W	0356 1008 1659 2240	2.3 0.1 2.5 0.5	23 Th	0329 0947 1635 2223	2.1 0.5 2.2 0.9	8 Sa	0557 1156 1834	2.7 0.3 2.8	23 Su	0509 1109 1747 2333	2.8 0.5 2.8 0.8	8 M	0628 1217 1846	2.9 0.2 2.9	23 Tu	0541 1129 1758 2350	3.0 0.3 3.0 0.2	8 Th	0042 0721 1307 1923	0.4 2.9 0.7 2.7	23 F	0015 0707 1248 1911	-0.3 3.2 0.3 2.9
9 Th	0504 1105 1650 2339	2.4 -0.1 2.6 0.4	24 F	0435 1043 1732 2315	2.2 0.4 2.4 0.7	9 Su	0017 0648 1256 1918	0.5 2.8 0.3 2.8	24 M	0608 1156 1834	2.9 0.4 3.0	9 Tu	0055 0710 1238 1923	0.5 3.0 0.6 2.9	24 W	0534 1219 1847	3.2 0.4 3.1	9 F	0117 0758 1341 1959	0.3 2.9 0.6 2.7	24 Sa	0105 0759 1336 2003	-0.4 3.2 0.2 3.0
10 F	0606 1202 1854	2.4 -0.1 2.6	25 Sa	0535 1134 1825	2.3 0.3 2.5	10 M	0102 0733 1322 1956	0.4 2.8 0.3 2.9	25 Tu	0020 0657 1244 1919	0.3 3.1 0.3 3.1	10 W	0113 0749 1335 1957	0.4 3.0 0.6 2.9	25 Th	0038 0726 1306 1935	0.0 3.4 0.3 3.2	10 Sa	0152 0835 1419 2036	0.3 2.9 0.7 2.7	25 Su	0159 0851 1430 2056	-0.4 3.3 0.2 3.0
11 Su	0033 0701 1254 1942	0.3 2.5 -0.1 2.7	26 M	0004 0630 1223 1909	2.6 0.1 2.7 0.1 2.7	11 Tu	0142 0814 1403 2032	0.3 2.8 0.3 2.9	26 W	0105 0747 1331 2004	0.1 3.3 0.3 3.2	11 Th	0148 0825 1411 2031	0.4 3.0 0.7 2.9	26 F	0126 0816 1357 2023	-0.2 3.5 0.3 3.2	11 Su	0237 0912 1453 2112	0.3 2.9 0.6 2.8	26 M	0250 0942 1522 2149	-0.3 3.2 0.3 2.9
12 M	0122 0751 1341 2025	0.2 2.6 -0.1 2.7	27 Tu	0049 0721 1309 1953	2.4 2.7 0.0 2.9	12 W	0219 0853 1440 2105	0.3 2.9 0.4 2.8	27 Th	0151 0836 1418 2049	-0.1 3.4 0.2 3.2	12 F	0222 0900 1446 2113	0.4 3.0 0.7 2.9	27 Sa	0210 0906 1442 2113	-0.2 3.5 0.3 3.3	12 M	0301 0951 1529 2150	0.4 2.8 0.6 2.8	27 Tu	0343 1034 1617 2243	-0.2 3.0 0.3 2.8
13 Tu	0207 0857 1425 2104	0.2 2.6 0.0 2.7	28 W	0134 0810 1354 2035	0.2 2.9 0.0 2.9	13 Th	0255 0929 1516 2139	0.3 2.9 0.5 2.8	28 F	0237 0925 1508 2135	-0.1 3.4 0.3 3.2	13 Sa	0235 0956 1519 2138	0.4 3.0 0.8 2.7	28 Su	0306 0958 1538 2204	-0.2 3.5 0.4 3.1	13 Tu	0337 1032 1608 2230	0.4 2.7 0.7 2.5	28 W	0439 1126 1714 2342	0.0 2.9 0.4 2.8
14 W	0249 0918 1507 2141	0.1 2.6 0.1 2.7	29 Th	0218 0848 1440 2119	0.3 3.0 0.0 3.0	14 F	0330 1008 1551 2212	-0.1 3.4 0.6 3.1	29 Sa	0326 1016 1556 2223	-0.1 3.4 0.4 3.1	14 Su	0329 1013 1554 2214	0.5 2.9 0.9 2.7	29 M	0359 1051 1632 2259	0.0 3.1 0.6 3.0	14 W	0418 1118 1648	0.5 2.6 0.9 2.4	29 Th	0535 1219 1814	0.2 2.7 0.5	
15 Th	0330 0959 1548 2216	0.1 2.6 0.2 2.6	30 F	0303 0946 1557 2201	-0.1 3.1 0.0 3.0	15 Sa	0405 1043 1627 2246	0.4 2.7 0.7 2.6	30 Su	0417 1108 1649 2313	0.0 3.3 0.5 3.0	15 M	0403 1033 1629 2251	0.6 2.6 1.0 2.5	30 Tu	0455 1146 1732 2357	0.1 3.1 0.7 2.8	15 Th	0500 1200 1737	0.6 2.5 0.9	30 F	0038 0637 1315 1915	2.5 0.4 2.6 0.3
			31 Sa	0349 1035 1616 2247	-0.2 3.1 0.2 2.9										31 W	0557 1245 1837	0.4 2.9 0.8						

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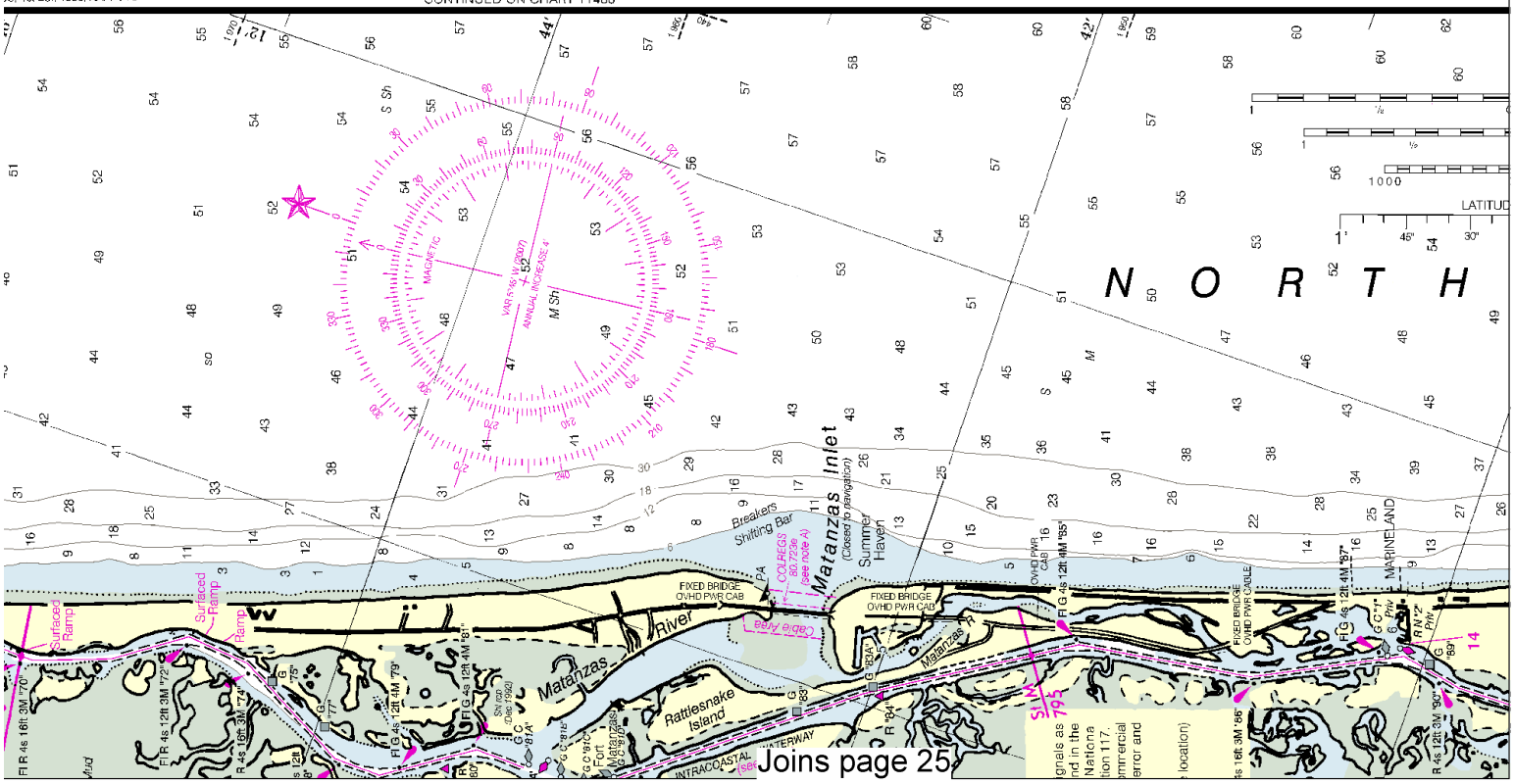
SC, 1st Ed., 1963, KAPP 279

CONTINUED ON CHART 11486



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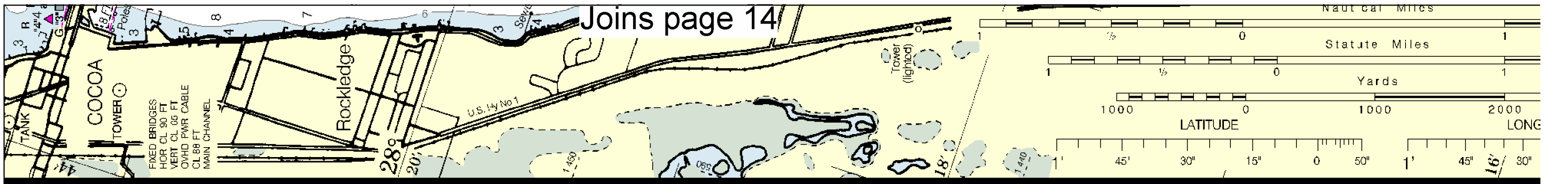


MIAMI HARBOR ENTRANCE, FLA., 2008

Predicted times and heights of high and low water-Eastern Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

OCTOBER 2007

Day	Time (h.m.)	Ht. (ft.)
1	[illegible]	0.1 3.1 0.7
2	[illegible]	2.9 0.3 2.9 0.9
3	[illegible]	2.7 0.5 2.8 0.9
4	[illegible]	2.7 0.8 2.7 0.9
5	[illegible]	2.7 0.6 2.8 0.8
6	[illegible]	2.7 0.6 2.8 0.7
7	[illegible]	2.8 0.6 2.8 0.6
8	[illegible]	2.9 0.6 2.9
9	[illegible]	0.5 3.0 0.6 2.9
10	[illegible]	0.4 3.0 0.6 2.9
11	[illegible]	0.4 3.0 0.7 2.9
12	[illegible]	0.4 3.0 0.7 2.8
13	[illegible]	0.4 3.0 0.8 2.7
14	[illegible]	0.5 2.9 0.9 [illegible]
16 Tu	0441 1136 1710 2334	0.7 2.7 1.1 2.5
17 W	0525 1224 1759	0.8 2.6 1.2
18 Th	0024 0620 1319 1901	2.4 0.8 2.5 1.2
19 F	0124 0725 1419 2309	2.4 0.9 2.5 1.1
20 Sa	0232 0834 1519 2113	2.4 0.8 2.6 1.0
21 Su	0341 0938 1916 2210	2.6 0.8 2.7 0.7
22 M	0444 1038 1708 2301	2.8 0.6 2.9 0.5
23 Tu	0541 1129 1758 2350	3.0 0.5 3.0 0.2
24 W	0334 1219 1347	3.2 0.4 3.1
25 Th	0038 0725 1308 1935	0.0 3.4 0.3 3.2
26 F	0126 0816 1357 2023	-0.2 3.5 0.3 3.2
27 Sa	0215 0906 1447 2113	-0.2 3.5 0.3 3.2
28 Su	0306 0958 1538 2204	-0.2 3.4 0.4 3.1
29 M	0359 1051 1632 2259	0.0 3.3 0.6 3.0
30 Tu	0455 1146 1732 2357	0.1 3.1 0.7 2.8
31 W	0557 1245 1937	0.4 2.9 0.8

NOVEMBER 2007

Day	Time (h.m.)	Ht. (ft.)
1 Th	0100 0704 1347 1946	2.7 0.5 2.8 0.8
2 F	0208 0813 1449 2052	2.6 0.7 2.7 0.8
3 Sa	0316 0918 1549 2150	2.6 0.7 2.7 0.7
4 Su	0420 1015 1642 2241	2.6 0.7 2.7 0.6
5 M	0514 1105 1726 2325	2.7 0.7 2.7 0.5
6 Tu	0601 1150 1809	2.8 0.7 2.7
7 W	0004 0649 1230 1847	0.4 2.8 0.7 2.7
8 Th	0042 0721 1307 1923	0.4 2.9 0.7 2.7
9 F	0117 0756 1344 1959	0.3 2.9 0.7 2.7
10 Sa	0152 0835 1419 2036	0.3 2.9 0.7 2.7
11 Su	0227 0912 1453 2112	0.3 2.9 0.8 2.6
12 M	0301 0951 1529 2150	0.4 2.8 0.8 2.5
13 Tu	0337 1032 1606 2230	0.4 2.7 0.9 2.5
14 W	0416 1115 1648 2315	0.5 2.6 0.9 2.4
15 Th	0500 1200 1737	0.6 2.6 0.9
16 F	0005 0552 1250 1834	2.4 0.6 2.5 0.9
17 Sa	0104 0653 1343 1936	2.3 0.7 2.5 0.8
18 Su	0208 0800 1438 2038	2.4 0.7 2.5 0.6
19 M	0314 0905 1535 2136	2.5 0.6 2.6 0.4
20 Tu	0417 1006 1630 2231	2.7 0.6 2.7 0.1
21 W	0517 1103 1725 2323	2.9 0.4 2.8 -0.1
22 Th	0613 1156 1818	3.1 0.3 2.9
23 F	0015 0707 1248 1911	-0.3 3.2 0.3 2.9
24 Sa	0106 0759 1339 2003	-0.4 3.2 0.2 3.0
25 Su	0158 0851 1430 2056	-0.4 3.2 0.2 3.0
26 M	0250 0942 1522 2149	-0.3 3.2 0.3 2.9
27 Tu	0343 1034 1617 2243	-0.2 3.0 0.3 2.8
28 W	0438 1126 1714 2340	0.0 2.9 0.4 2.6
29 Th	0535 1218 1814	0.2 2.7 0.5
30 F	0038 0637 1313 1915	2.5 0.4 2.6 0.5

DECEMBER 2007

Day	Time (h.m.)	Ht. (ft.)
1 Sa	0139 0740 1407 2016	2.4 0.5 2.4 0.5
2 Su	0242 0841 1531 2112	2.3 0.6 2.4 0.5
3 M	0342 0938 1553 2202	2.3 0.7 2.3 0.4
4 Tu	0437 1030 1642 2248	2.4 0.7 2.3 0.3
5 W	0527 1116 1727 2331	2.4 0.7 2.3 0.2
6 Th	0611 1159 1810	2.5 0.6 2.3
7 F	0011 0653 1239 1852	0.2 2.5 0.6 2.3
8 Sa	0049 0733 1318 1932	0.1 2.6 0.5 2.3
9 Su	0127 0813 1355 2012	0.1 2.6 0.5 2.4
10 M	0204 0853 1433 2053	0.1 2.6 0.5 2.3
11 Tu	0241 0933 1510 2133	0.1 2.6 0.5 2.3
12 W	0318 1013 1549 2216	0.1 2.5 0.5 2.3
13 Th	0358 1054 1631 2301	0.1 2.5 0.5 2.2
14 F	0442 1136 1717 2350	0.2 2.4 0.4 2.2
15 Sa	0531 1220 1808	0.3 2.4 0.3
16 Su	0044 0627 1308 1904	2.2 0.3 2.3 0.2
17 M	0144 0729 1400 2004	2.3 0.4 2.3 0.1
18 Tu	0247 0834 1456 2105	2.3 0.4 2.3 0.0
19 W	0352 0938 1557 2204	2.4 0.4 2.3 -0.2
20 Th	0456 1039 1658 2302	2.6 0.3 2.4 -0.4
21 F	0556 1136 1758 2357	2.7 0.2 2.5 -0.5
22 Sa	0653 1231 1855	2.8 0.1 2.6
23 Su	0052 0746 1324 1950	-0.6 2.8 0.0 2.6
24 M	0144 0837 1416 2044	-0.6 2.9 0.0 2.6
25 Tu	0236 0927 1508 2135	-0.5 2.8 0.0 2.6
26 W	0328 1014 1600 2227	-0.4 2.7 0.0 2.5
27 Th	0419 1101 1651 2318	-0.3 2.6 0.0 2.4
28 F	0511 1147 1744	-0.1 2.5 0.1
29 Sa	0009 0604 1232 1838	2.3 0.1 2.3 0.1
30 Su	0102 0658 1318 1930	2.1 0.3 2.1 0.2
31 M	0156 0754 1405	2.0 0.4 2.0

JANUARY 2008

Day	Time (h.m.)	Ht. (ft.)
1 Tu	0250 0848 1452 2113	2.0 0.5 .9 0.2
2 W	0347 0943 1545 2204	2.0 0.5 .9 0.1
3 Th	0442 1034 1638 2252	2.0 0.5 .9 0.1
4 F	0535 1123 1731 2338	2.0 0.5 .9 0.0
5 Sa	0623 1208 1820	2.1 0.4 2.0
6 Su	0021 0708 1251 1906	-0.1 2.2 0.3 2.0
7 M	0102 0750 1331 1950	-0.1 2.3 0.3 2.1
8 Tu	0142 0831 1410 2033	-0.2 2.3 0.2 2.2
9 W	0220 0910 1448 2116	-0.3 2.4 0.1 2.2
10 Th	0259 0949 1527 2159	-0.3 2.4 0.0 2.2
11 F	0340 1028 1608 2243	-0.2 2.4 -0.1 2.2
12 Sa	0423 1107 1651 2331	-0.2 2.3 -0.1 2.2
13 Su	0510 1149 1739	-0.1 2.3 -0.2
14 M	0022 0602 1234 1833	2.2 0.0 2.2 -0.2
15 Tu	0119 0701 1326 1933	2.2 0.1 2.1 -0.3
16 W	0222 0806 1425 2037	2.1 0.2 2.0 -0.3
17 Th	0330 0914 1532 2143	2.2 0.2 2.0 -0.4
18 F	0439 1020 1641 2246	2.2 0.2 2.1 -0.5
19 Sa	0544 1122 1747 2346	2.3 0.1 2.2 -0.5
20 Su	0642 1220 1847	2.4 0.0 2.3
21 M	0042 0734 1313 1942	-0.8 2.5 -0.1 2.4
22 Tu	0134 0822 1404 2033	-0.6 2.6 -0.3 2.5
23 W	0223 0907 1452 2121	-0.8 2.6 -0.3 2.5
24 Th	0311 0950 1537 2207	-0.5 2.5 0.3 2.4
25 F	0356 1030 1622 2251	-0.4 2.4 -0.3 2.3
26 Sa	0441 1109 1706 2335	-0.2 2.3 -0.3 2.2
27 Su	0525 1147 1750	0.0 2.1 -0.2
28 M	0019 0611 1226 1836	2.0 0.1 2.0 -0.1
29 Tu	0105 0659 1307 1925	1.9 0.3 1.8 0.0
30 W	0155 0752 1354 2019	1.8 0.4 1.7 0.1
31 Th	0253 0850 1449 2117	1.7 0.5 1.7 0.1

FEBRUARY 2008

Day	Time (h.m.)	Ht. (ft.)
1 F	0355 0950 1551 2213	1.7 0.5 1.7 0.1
2 Sa	0456 1046 1653 2306	1.8 0.5 1.7 0.0
3 Su	0552 1138 1751 2353	1.9 0.4 1.8 -0.1
4 M	0640 1223 1842	2.0 0.2 1.9
5 Tu	0038 0724 1306 1929	-0.2 2.1 0.1 2.1
6 W	0119 0805 1345 2014	-0.3 2.3 -0.1 2.2
7 Th	0200 0845 1425 2058	-0.4 2.3 -0.2 2.3
8 F	0240 0923 1504 2141	-0.4 2.4 -0.3 2.3
9 Sa	0322 1002 1545 2226	-0.4 2.4 0.4 2.4
10 Su	0406 1042 1629 2313	-0.3 2.3 -0.5 2.4
11 M	0452 1124 1717	-0.2 2.3 -0.5
12 Tu	0004 0543 1211 1810	2.3 -0.1 2.2 -0.4
13 W	0100 0641 1304 1911	2.2 0.1 2.1 -0.4
14 Th	0204 0746 1407 2019	2.1 0.2 2.0 -0.3
15 F	0314 0857 1519 2129	2.1 0.3 1.9 -0.3
16 Sa	0425 1007 1633 2236	2.1 0.2 2.0 -0.3
17 Su	0531 1112 1740 2337	2.2 0.1 2.1 -0.4
18 M	0628 1209 1839	2.3 0.0 2.2
19 Tu	0031 0718 1300 1931	-0.5 2.4 -0.2 2.4
20 W	0121 0803 1346 2018	-0.5 2.5 -0.3 2.4
21 Th	0207 0843 1430 2102	-0.5 2.5 -0.4 2.5
22 F	0249 0921 1510 2143	-0.4 2.4 -0.4 2.4
23 Sa	0330 0957 1549 2222	-0.3 2.4 -0.4 2.3
24 Su	0409 1032 1628 2300	-0.2 2.3 0.3 2.2
25 M	0448 1107 1706 2339	0.0 2.1 -0.2 2.1
26 Tu	0527 1142 1746	0.2 2.0 -0.1
27 W	0020 0609 1221 1831	2.0 0.3 1.9 0.1
28 Th	0107 0657 1305 1924	1.8 0.5 1.8 0.2
29 F	0202 0755 1400 2025	1.7 0.6 1.7 0.2

MARCH 2008

Day	Time (h.m.)	Ht. (ft.)
1 Sa	0306 0902 1505 2129	1.7 0.6 1.7 0.2
2 Su	0413 1008 1618 2228	1.8 0.5 1.7 0.1
3 M	0514 1102 1720 2321	1.9 0.4 1.8 0.0
4 Tu	0605 1150 1815	2.0 0.2 2.0
5 W	0008 0651 1234 1905	-0.1 2.2 0.0 2.2
6 Th	0053 0733 1315 1951	-0.2 2.3 -0.2 2.4
7 F	0135 0814 1356 2036	-0.3 2.4 -0.4 2.5
8 Sa	0219 0854 1438 2122	-0.4 2.5 -0.5 2.6
9 Sa	0302 0956 1528 2259	-0.3 2.9 0.8 2.7
10 Su	0382 0938 1609 2096	-0.3 2.9 -0.8 2.8
11 Su	0422 0902 1652 2349	-0.2 2.8 -0.8 2.8
12 W	0388 0954 1589 2150	0.8 2.8 -0.8 2.5
13 Th	0097 0632 1668 2036	0.4 0.2 0.9 -0.8
14 W	0448 0738 1697 2005	0.8 0.0 0.9 -0.4
15 Sa	0388 0886 1537 2119	0.6 0.8 0.8 -0.1
16 Su	0409 0957 1625 2225	2.2 0.3 2.1 -0.1
17 M	0513 1059 1731 2325	2.2 0.1 2.2 -0.1
18 Tu	0608 1153 1827	2.3 0.0 2.3
19 W	0017 0655 1240 1916	-0.2 2.4 -0.1 2.4
20 Th	0103 0737 1323 1959	-0.2 2.4 -0.2 2.5
21 F	0145 0815 1403 2039	-0.2 2.5 -0.3 2.5
22 Sa	0225 0850 1440 2116	-0.1 2.4 -0.3 2.5
23 Su	0303 0924 1516 2152	-0.1 2.4 -0.3 2.5
24 Su	0339 0950 1559 2039	0.8 3.8 0.2 3.0
25 Tu	0458 0632 1630 2066	-0.8 2.2 -0.2 2.8
26 W	0450 0942 1328 2348	-0.3 3.2 0.8 2.9
27 Th	0349 1038 1646 2243	-0.8 3.0 0.2 2.8
28 W	0038 0628 1229 1836	8.0 0.8 0.9 0.8
29 Sa	0528 0209 1824 1935	0.9 8.7 0.8 0.3
30 Su	0038 0633 1329 2948	2.9 0.4 2.8 0.8
31 M	0327 0922 1540 2146	1.9 0.8 1.9 0.3

APRIL 2008

Day	Time (h.m.)	Ht. (ft.)
1 Tu	0427 1020 1646 2243	2.0 0.4 2.0 0.2
2 W	0522 1111 1744 2335	2.1 0.2 2.2 0.1
3 Th	0610 1157 1637	2.3 0.0 2.4
4 F	0023 0656 1242 1926	-0.1 2.4 -0.3 2.6
5 Sa	0109 0741 1327 2014	-0.1 2.5 -0.5 2.8
6 Su	0155 0825 1413 2102	-0.2 2.6 -0.8 2.9
7 M	0242 0910 1500 2150	-0.2 2.7 -0.6 2.9
8 Tu	0330 0958 1549 2241	-0.1 2.8 -0.6 2.8
9 W	0421 1048 1642 2334	0.0 2.6 -0.5 2.7
10 Th	0515 1142 1740	0.1 2.4 -0.3
11 F	0031 0616 1242 1844	2.5 0.2 2.3 -0.1
12 Sa	0133 0724 1349 1954	2.4 0.3 2.2 0.0
13 Su	0239 0834 1500 2104	2.3 0.3 2.2 0.1
14 M	0344 0940 1610 2208	2.3 0.3 2.2 0.1
15 Tu	0445 1039 1713 2305	2.3 0.2 2.3 0.1
16 W	0538 1129 1807 2354	2.3 0.3 2.4 0.1
17 Th	0524 1214 1853	2.4 -0.1 2.5
18 F	0039 0705 1255 1935	0.1 2.4 -0.1 2.5
19 Sa	0120 0742 1333 2013	0.1 2.4 -0.2 2.5
20 Su	0158 0818 1409 2050	0.1 2.4 -0.2 2.5
21 M	0235 0853 1445 2126	0.2 2.3 -0.1 2.5
22 Tu	0310 0928 1520 2202	0.2 2.3 -0.1 2.4
23 W	0346 1003 1556 2240	0.3 2.2 0.0 2.3
24 Th	0422 1040 1633 2321	0.4 2.1 0.1 2.2
25 F	0500 1120 1713	0.5 2.0 0.2
26 Sa	0004 0544 1206 1800	2.1 0.6 2.0 0.3
27 Su	0052 0636 1258 1855	2.1 0.5 1.9 0.4
28 M	0145 0736 1400 1959	2.0 0.6 1.9 0.4
29 Tu	0241 0838 1506 2103	2.1 0.5 2.0 0.4
30 W	0338 0937 1611 2204	2.1 0.3 2.2 0.3

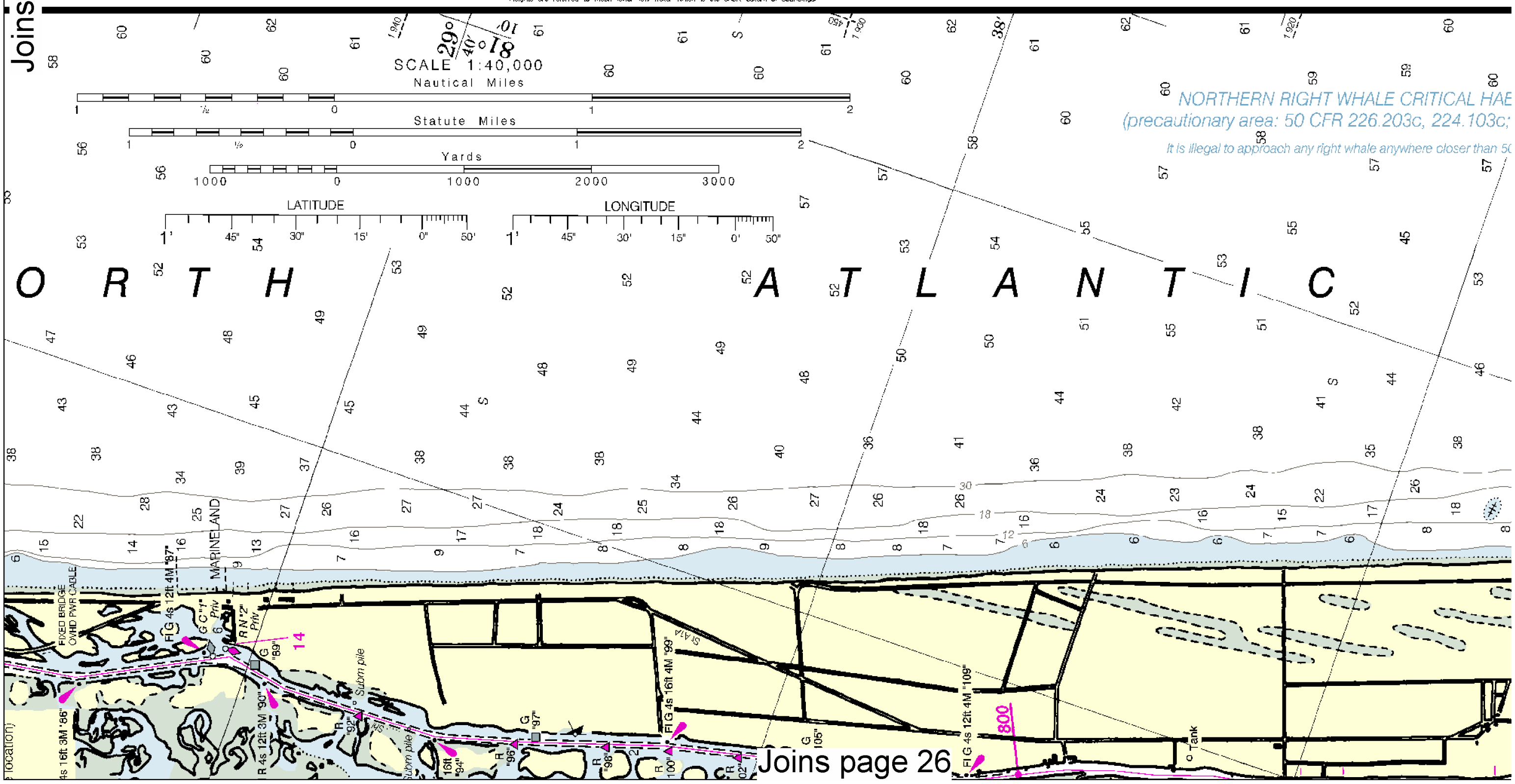
MAY 2008

Day	Time (h.m.)	Ht. (ft.)
1 Th	0434 1030 1712 2259	2.2 0.1 2.3 0.2
2 F	0527 1121 1808 2352	2.3 -0.1 2.6 0.1
3 Sa	0618 1211 1901	2.4 -0.4 2.7
4 Su	0042 0708 1300 1952	0.0 2.6 -0.5 2.9
5 M	0132 0759 1350 2043	-0.1 2.6 -0.6 2.9
6 Tu	0222 0849 1441 2134	-0.1 2.7 -0.7 2.9
7 W	0314 0941 1534 2227	-0.1 2.7 -0.6 2.9
8 Th	0407 1035 1629 2320	0.0 2.6 -0.5 2.7
9 F	0504 1132 1728	0.1 2.5 -0.3
10 Sa	0015 0605 1232 1831	2.6 0.2 2.4 -0.1
11 Su	0113 0710 1335 1936	2.5 0.2 2.3 0.1
12 M	0212 0814 1441 2041	2.4 0.2 2.2 0.2
13 Tu	0310 0914 1546 2141	2.3 0.2 2.2 0.3
14 W	0407 1009 1646 2236	2.2 0.1 2.3 0.3
15 Th	0458 1058 1739 2325	2.2 0.0 2.3 0.3
16 F	0545 1142 1825	2.2 0.0 2.4
17 Sa	0010 0628 1229 1907	0.3 2.2 -0.1 2.4
18 Su	0051 0708 1302 1946	0.3 2.2 -0.1 2.4
19 M	0130 0747 1340 2025	0.3 2.2 -0.1 2.4
20 Tu	0208 0825 1417 2103	0.3 2.2 -0.1 2.4
21 W	0245 0903 1454 2141	0.3 2.2 -0.1 2.4
22 Th	0322 0941 1530 2220	0.4 2.1 0.0 2.3
23 F	0359 1021 1608 2300	0.4 2.1 0.1 2.3
24 Sa	0439 1103 1648 2342	0.4 2.0 0.1 2.2
25 Su	0522 1148 1733	0.4 2.0 0.2
26 M	0025 0609 1238 1824	2.2 0.4 2.0 0.3
27 Tu	0110 0703 1334 1923	2.1 0.4 2.0 0.3
28 W	0159 0759 1435 2025	2.1 0.2 2.1 0.3
29 Th	0252 0857 1538 2127	2.1 0.1 2.2 0.3
30 F	0349 0954 1641 2227	2.2 -0.1 2.4 0.2
31 Sa	0447 1049 1741 2323	2.3 -0.3 2.5 0.1

JUNE 2008

Day	Time (h.m.)	Ht. (ft.)
1 Su	0545 1144 1839	2.4 -0.5 2.7
2 M	0018 0642 1238 1934	0.1 2.5 -0.6 2.8
3 Tu	0112 0736 1332 2027	0.0 2.6 -0.7 2.8
4 W	0205 0833 1425 2120	-0.1 2.6 -0.7 2.9
5 Th	0259 0926 1520 2211	-0.1 2.6 -0.6 2.8
6 F	0354 1023 1615 2303	-0.1 2.6 -0.5 2.7
7 Sa	0450 1116 1712 2354	-0.1 2.5 -0.3 2.6
8 Su	0548 1215 1810	0.0 2.4 -0.1
9 M	0045 0646 1313 1910	2.5 0.0 2.3 0.1
10 Tu	0137 0744 1412 2009	2.3 0.0 2.2 0.2
11 W	0229 0840 1511 2106	2.2 0.0 2.2 0.3
12 Th	0321 0932 1609 2200	2.1 0.0 2.1 0.4
13 F	0413 1021 1703 2251	2.0 0.0 2.2 0.4
14 Sa	0502 1108 1752 2337	2.0 0.0 2.2 0.4
15 Su	0550 1152 1837	2.0 0.0 2.2
16 M	0021 0634 1234 1920	[illegible]
17 Tu	0103 0718 1314 2001	[illegible]
18 W	0143 0800 1353 2041	[illegible]
19 Th	0222 0841 1431 2121	[illegible]
20 F	0301 0922 1509 2200	[illegible]
21 Sa	0339 1004 1547 2239	[illegible]
22 Su	0417 1046 1627 2317	[illegible]
23 M	0458 1131 1710 2356	[illegible]
24 Tu	0542 1219 1758	[illegible]
25 W	0038 0831 1311 1853	[illegible]
26 Th	0124 0726 1409 1953	[illegible]
27 F	0215 0824 1511 2056	[illegible]
28 Sa	0313 0924 1618 2159	[illegible]
29 Su	0418 1025 1720 2300	[illegible]
30 M	0521 1124 1821 2359	[illegible]

Time meridian 75° W. 0000 is midnight. 1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.

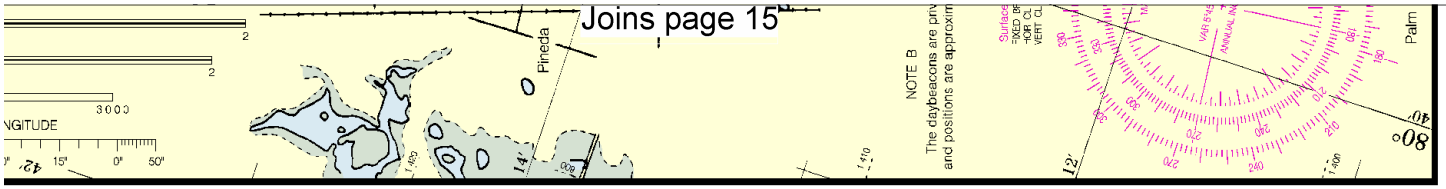


Printed at reduced scale.

~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000



JULY 2008

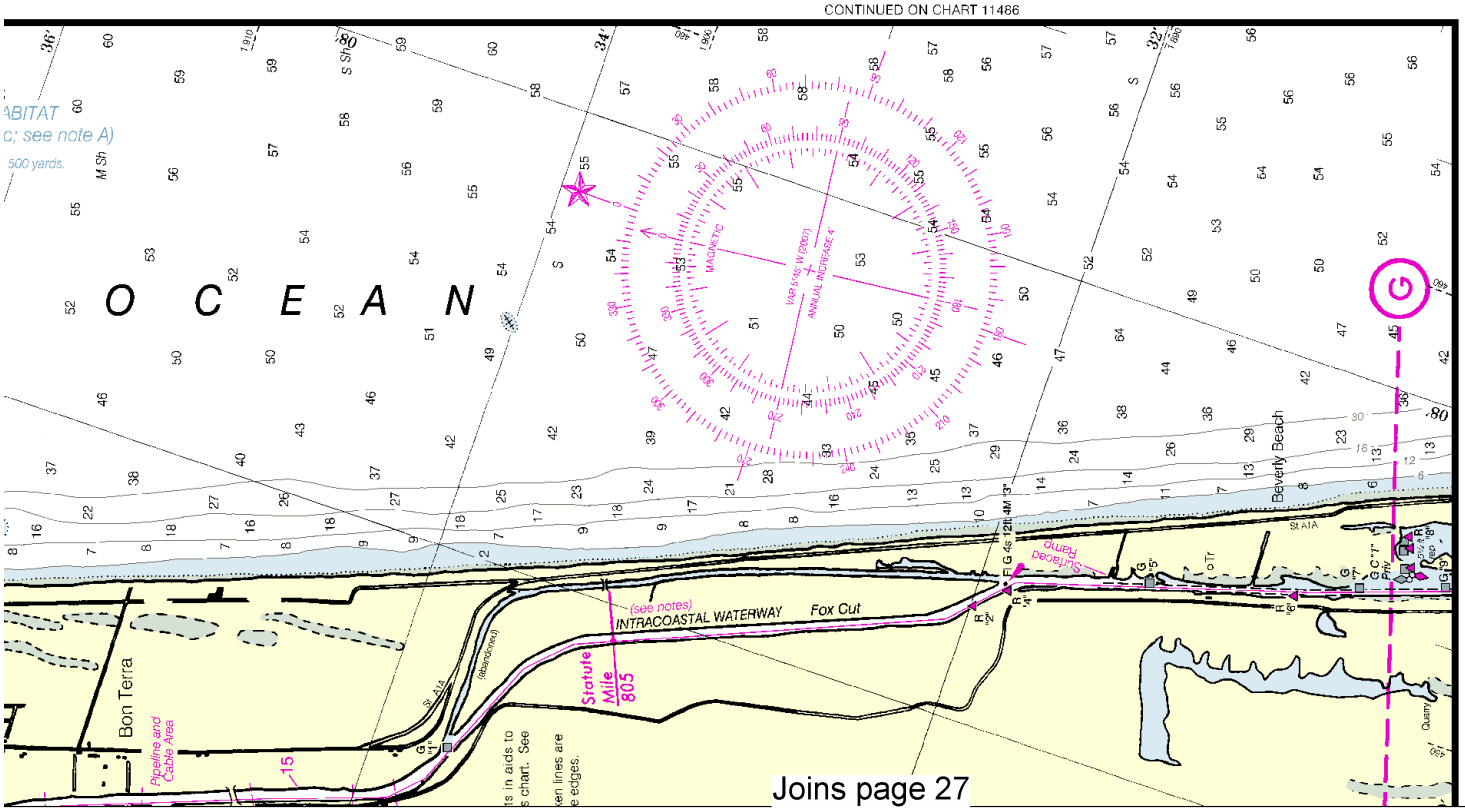
Day	Time	Ht. ft.	Day	Time	Ht. ft.
1 Tu	0823	2.4	16 W	0036	0.5
	1222	-0.6		0651	2.1
	1918	2.7		1249	-0.0
				1936	2.3
2 W	0055	0.0	17 Th	0118	0.4
	0723	2.5		0736	2.1
	1317	-0.8		1330	0.0
	2012	2.8		2017	2.4
3 Th	0150	-0.1	18 F	0158	0.3
	0820	2.6		0820	2.2
	1412	-0.8		1406	-0.1
	2103	2.8		2056	2.4
4 F	0244	-0.1	19 Sa	0236	0.3
	0914	2.6		0903	2.3
	1505	-0.5		1446	-0.1
	2152	2.6		2134	2.4
5 Sa	0337	-0.2	20 Su	0314	0.2
	1007	2.6		0944	2.3
	1538	-0.4		1525	0.0
	2240	2.7		2211	2.4
6 Su	0429	-0.2	21 M	0351	0.1
	1059	2.5		1027	2.3
	1650	-0.2		1605	0.0
	2326	2.6		2249	2.4
7 M	0521	-0.1	22 Tu	0431	0.0
	1151	2.4		1111	2.3
	1743	-0.1		1646	0.1
				2327	2.4
8 Tu	0012	2.4	23 W	0515	0.0
	0613	-0.1		1155	2.2
	1242	2.3		1735	0.2
	1836	0.1			
9 W	0057	2.3	24 Th	0000	2.3
	0706	0.0		0603	0.0
	1338	2.2		1249	2.0
	1930	0.3		1828	0.3
10 Th	0144	2.1	25 F	0054	2.3
	0736	0.0		0656	-0.1
	1429	2.1		1347	2.0
	2025	0.4		1926	0.4
11 F	0232	2.0	26 Sa	0140	2.2
	0851	0.1		0759	-0.1
	1525	2.0		1451	2.0
	2120	0.5		2034	0.4
12 Sa	0324	2.0	27 Su	0250	2.2
	0943	0.1		0904	-0.1
	1623	2.0		1559	2.0
	2213	0.6		2140	0.4
13 Su	0418	1.9	28 M	0359	2.3
	1039	0.1		1009	-0.2
	1716	2.1		1706	2.1
	2304	0.6		2245	0.4
14 M	0511	1.9	29 Tu	0509	2.3
	1121	0.1		1111	-0.3
	1806	2.1		1808	2.2
	2361	0.5		2346	0.2
15 Tu	0603	2.0	30 W	0614	2.5
	1207	0.1		1210	-0.3
	1853	2.2		1904	2.7
			31 Th	0042	0.1
				0713	2.6
				1305	-0.4
				1955	2.8

CAUTION

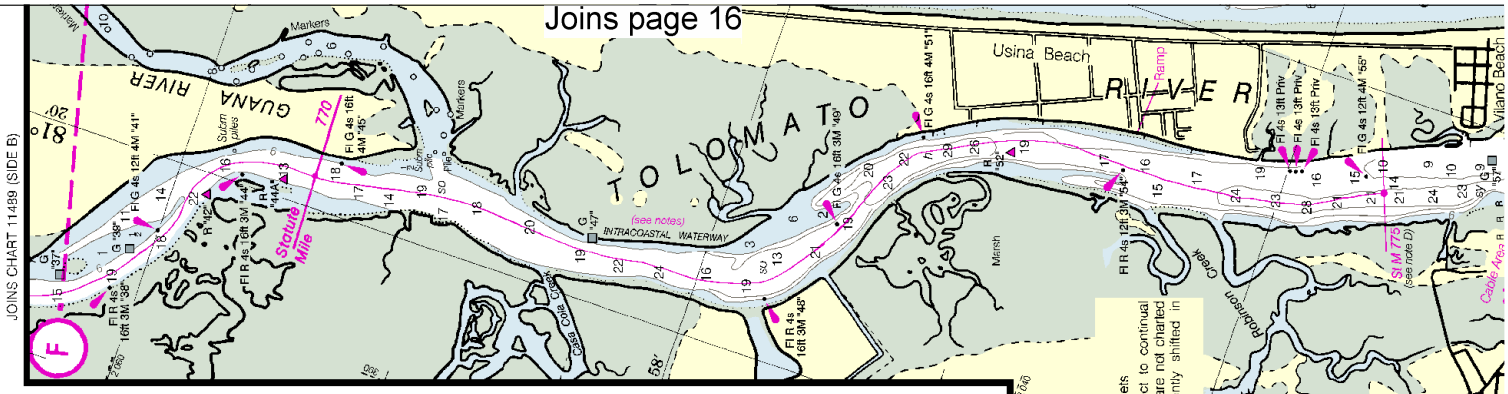
WARNINGS CONCERNING LARGE VESSELS

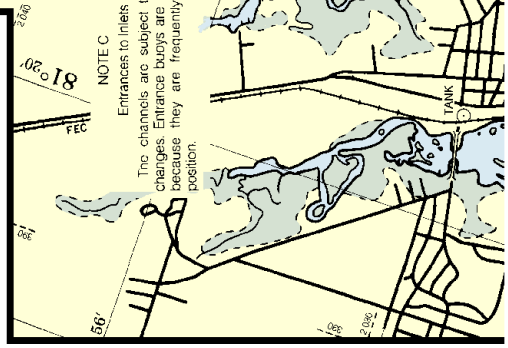
The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CONTINUED ON CHART 11486

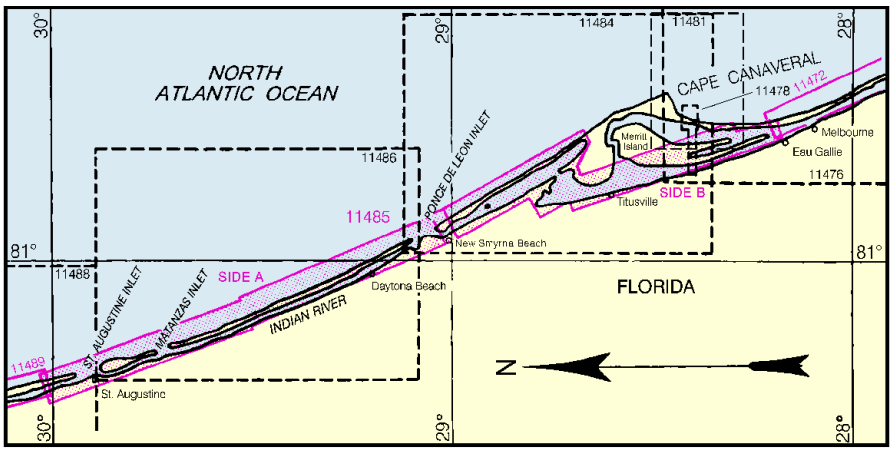


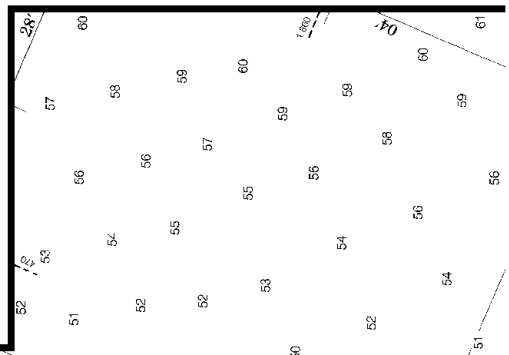
Joins page 16

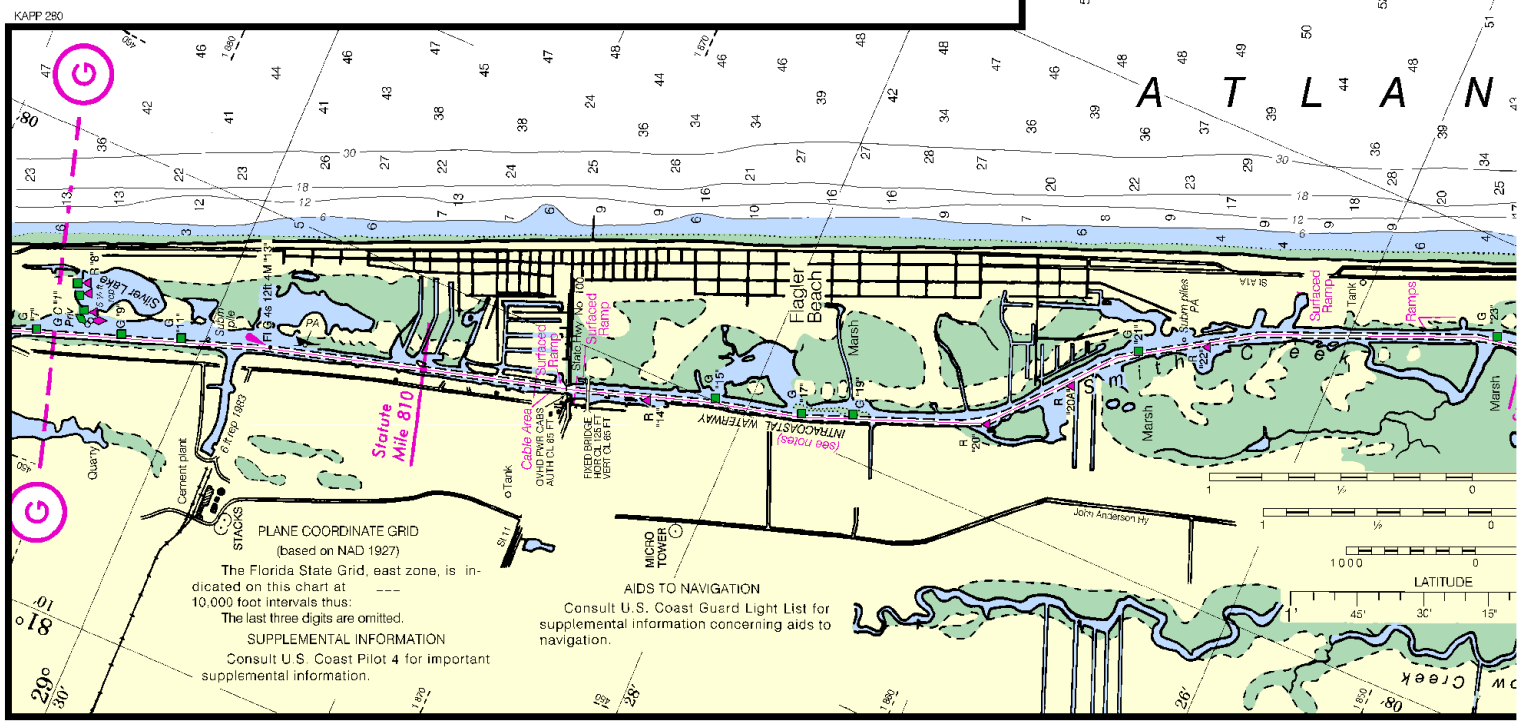




NAUTICAL CHART DIAGRAM







11485 35th Ed., Aug./07; Corrected through NM Aug 11/07, LNM Aug. 07/07

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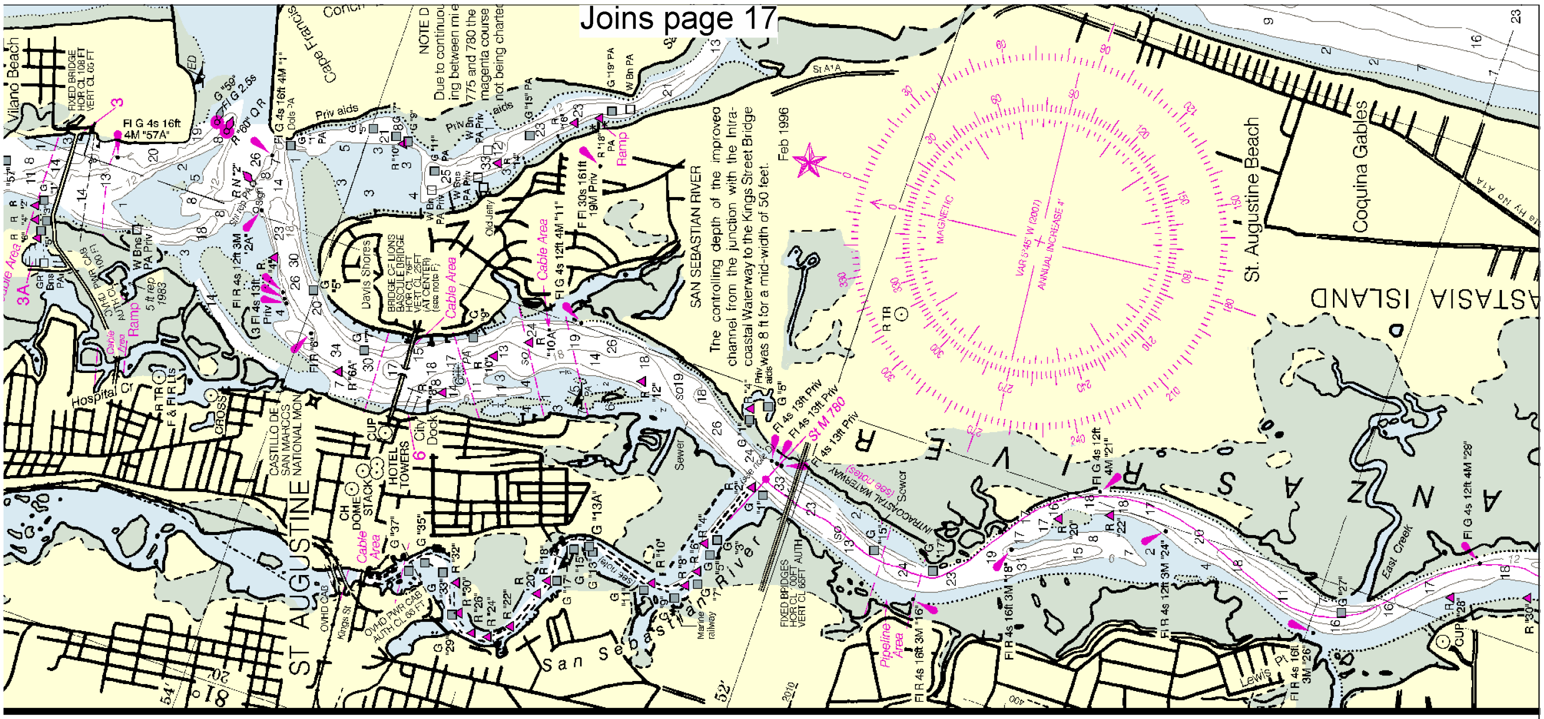
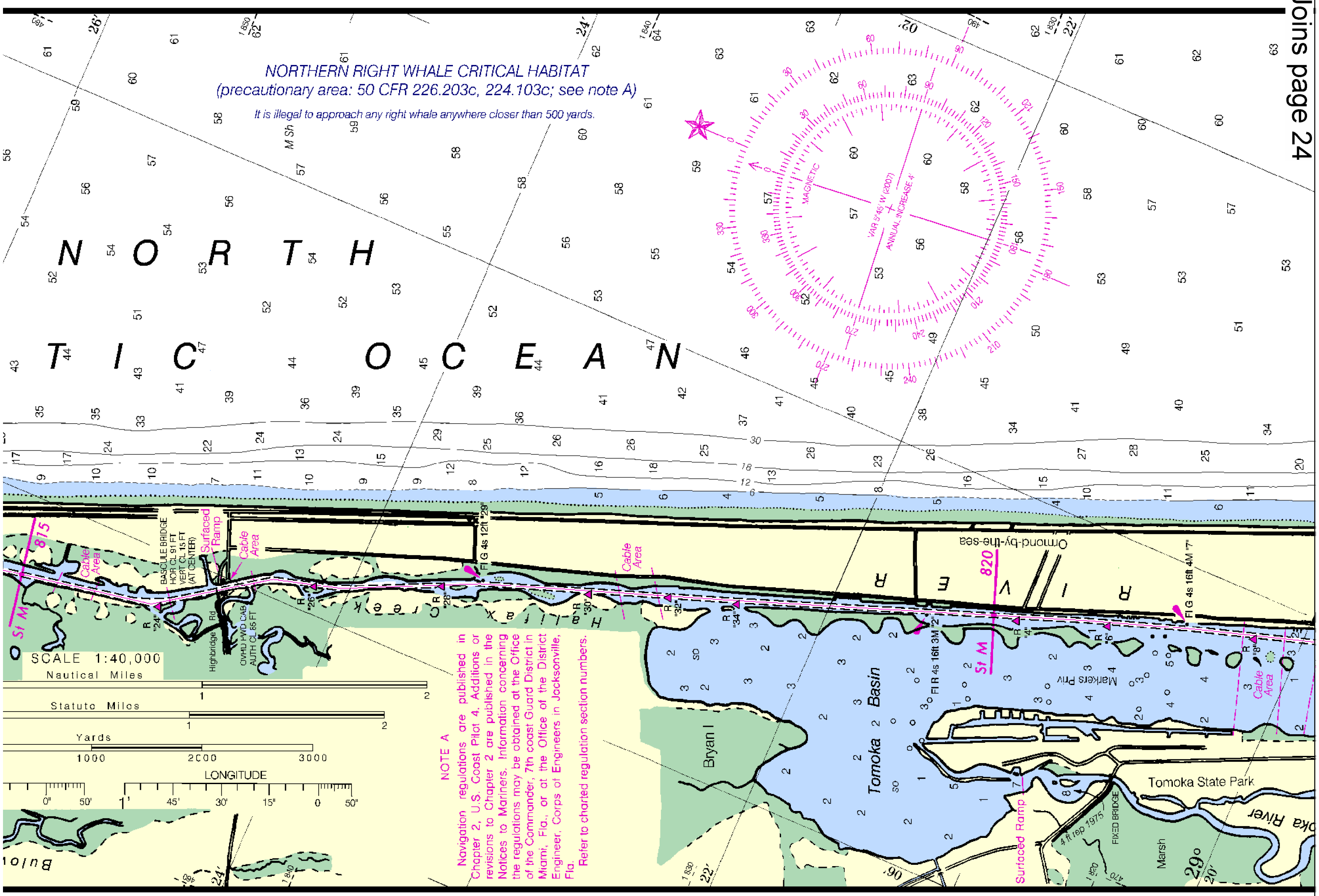
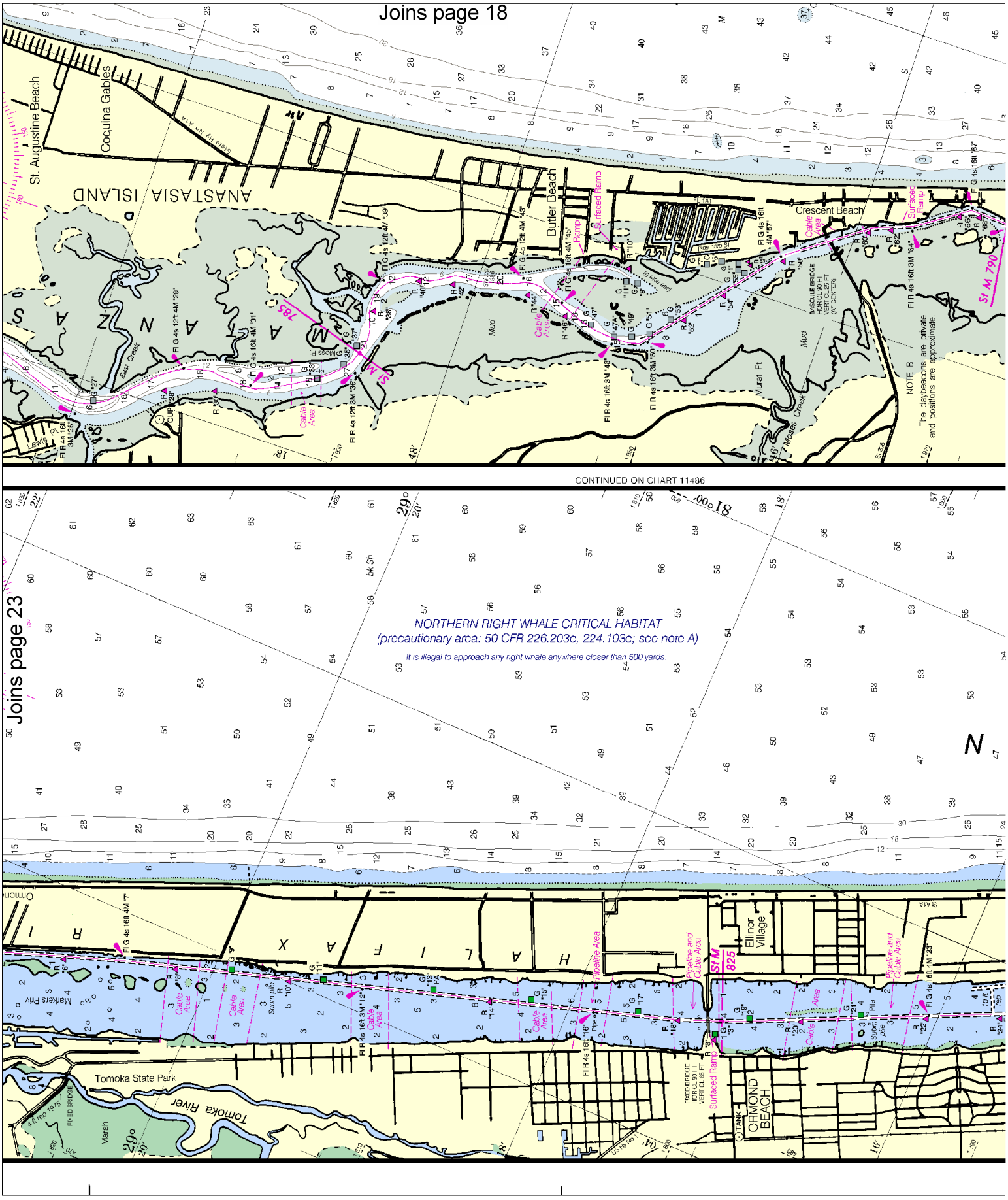
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 17
NOTE D
Due to continuous shoaling between miles 775 and 780 the magenta course line is not being charted.
SAN SEBASTIAN RIVER
The controlling depth of the improved channel from the junction with the Intracoastal Waterway to the Kings Street Bridge was 8 ft for a mid-width of 50 feet. Feb 1996
Vilano Beach
St Augustine Beach
Coquina Gables
ANASTASIA ISLAND
ST AUGUSTINE
CASTILLO DE SAN MARCOS NATIONAL MON
Davis Shores
Hospital Cr
City Dock
HOTEL TOWERS
San Sebastian River
Lewis Pt
East Creek
FIXED BRIDGE HOR CL 108 FT VERT CL 65 FT
BRIDGE OF LIONS BASCULE BRIDGE HOR CL 79FT VERT CL 25FT (AT CENTER) (see note F)
FIXED BRIDGES HOR CL 90FT AUTH VERT CL 65FT
Cable Area
Pipeline Area
St M 780
INTRACOASTAL WATERWAY (see notes)
MAGNETIC
VAR 5°45' W (2007)
ANNUAL INCREASE 4'


Joins page 24
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.
NORTH ATLANTIC OCEAN
MAGNETIC
VAR 5°45' W (2007)
ANNUAL INCREASE 4'
Ormond-by-the-sea
Tomoka Basin
Tomoka State Park
Tomoka River
Bryan I
Markers Priv
Surfaced Ramp
Cable Area
BASCULE BRIDGE HOR CL 91 FT VERT CL 15 FT (AT CENTER)
OVHD PWR CAB AUTH CL 85 FT
FIXED BRIDGE
Highbridge Rd
Marsh
St M 815
St M 820
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
LONGITUDE
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Fla.
Refer to charted regulation section numbers.



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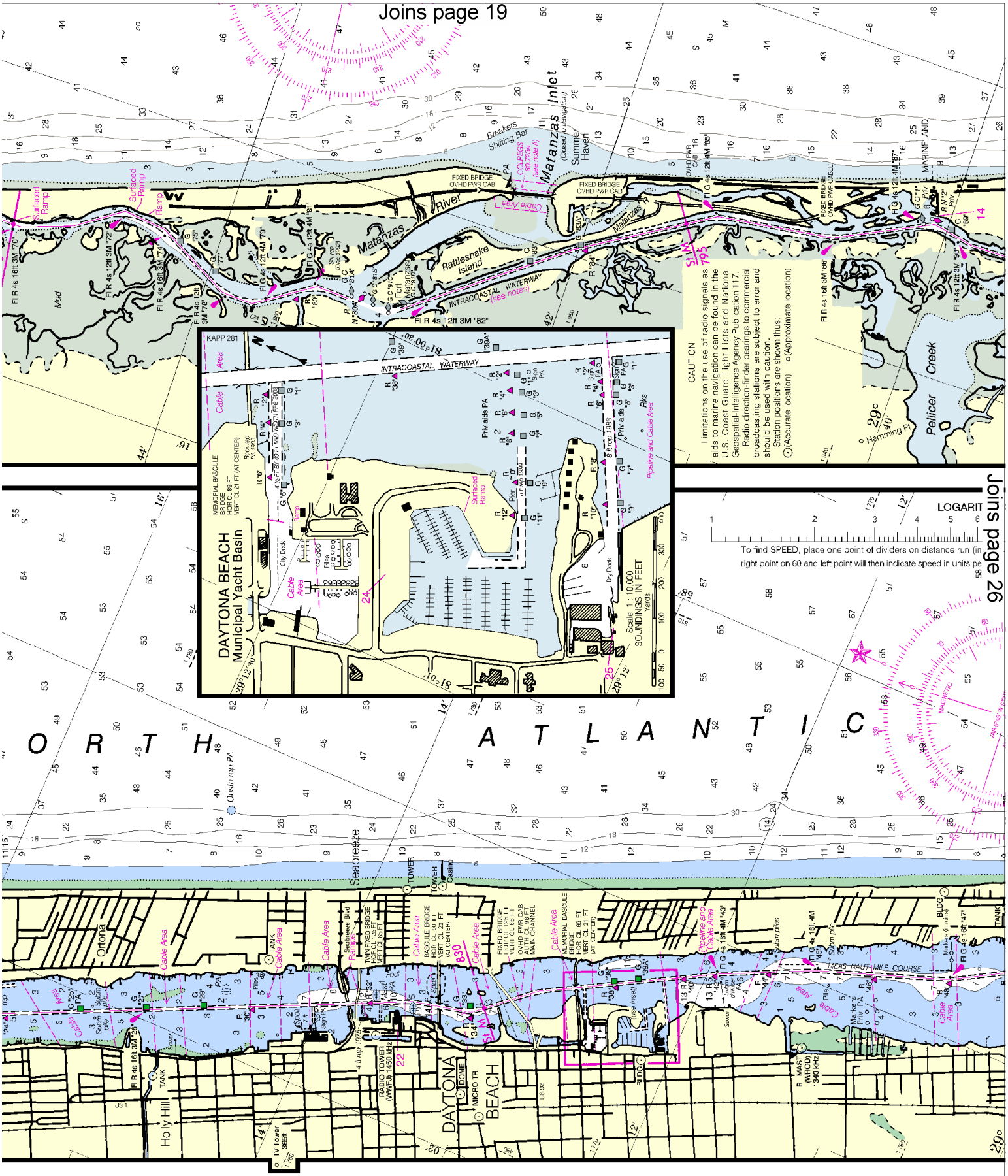
Nautical Miles

1 ½ 0 1 2 3

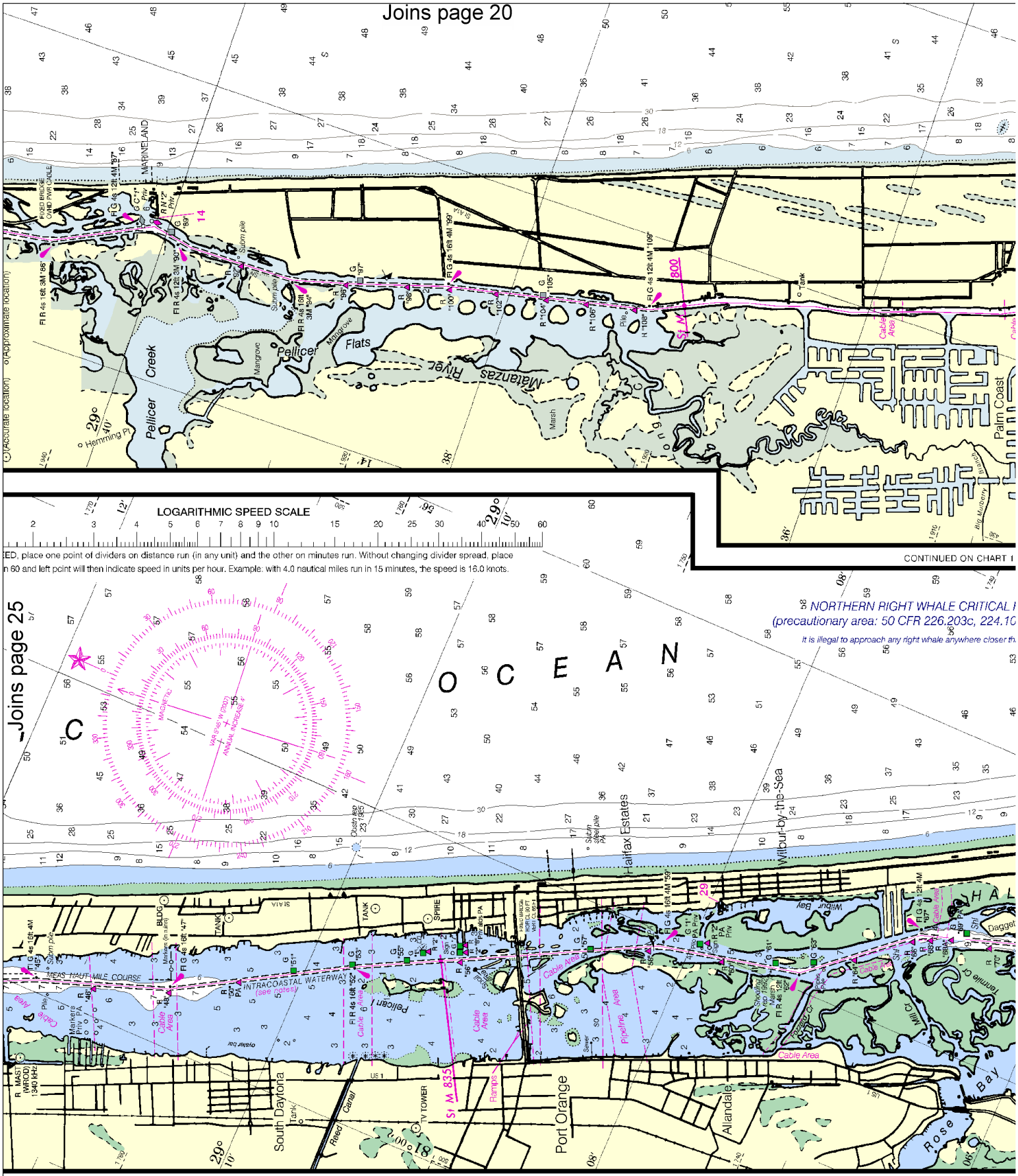
Yards

1000 0 1000 2000 3000 4000 5000

Joins page 19



Joins page 20

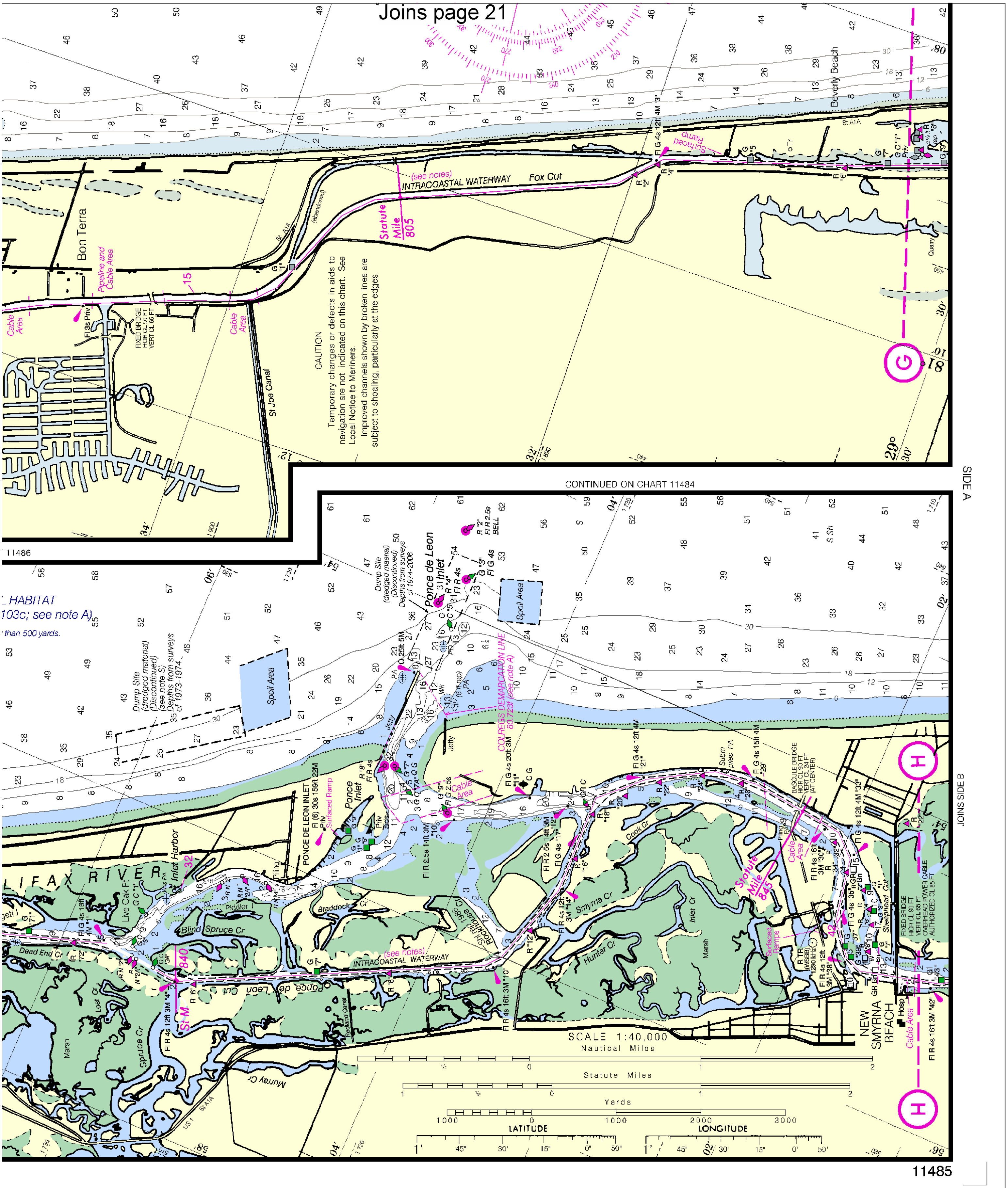


Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 21
INTRACOASTAL WATERWAY
Fox Cut
Statute Mile 805
Bon Terra
Pipeline and Cable Area
Cable Area
St Joe Canal
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
FIXED BRIDGE HOR CL 50 FT VERT CL 65 FT
Beverly Beach
Surfaced Ramp
Quarry
CONTINUED ON CHART 11484
SIDE A
11486
Ponce de Leon Inlet
Dump Site (dredged material) (Discontinued) Depths from surveys of 1974-2006
Spoil Area
Dump Site (dredged material) (Discontinued) (see note S) Depths from surveys of 1973-1974
COLREGS DEMARCATION LINE 80.723 (see note A)
PONCE DE LEON INLET Fl (6) 30s 159ft 22M
Ponce Inlet
HALIFAX RIVER
Inlet Harbor
Live Oak Pt
Blind Spruce Cr
Piddler I
Braddock Cr
Rockhouse Cr
Smyrna Cr
Cook Cr
Inlet Cr
Hunter Cr
Marsh
Dead End Cr
Spruce Cr
Lost Cr
Murray Cr
Ponce de Leon Cut
Statute Mile 840
Statute Mile 845
BASCULE BRIDGE HOR CL 90 FT VERT CL 24 FT (AT CENTER)
FIXED BRIDGE HOR CL 90 FT VERT CL 65 FT OVERHEAD POWER CABLE AUTHORIZED CL 85 FT
Sheephead Cut
NEW SMYRNA BEACH
Hosp
JOINS SIDE B
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
LATITUDE
LONGITUDE
11485

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Mayport SAR – 904-247-7312
Coast Guard Ponce De Leon Inlet – 386-428-9085
Coast Guard Canaveral – 321-868-4200
Coast Guard Atlantic Area Cmd – 757-398-6390
Indiatlantic Fire & Rescue – 321-723-0366
Florida Fish & Wildlife Conservation Comm – 888-404-3922

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.